

# *Table of Contents*

## **CHAPTER 1: INTRODUCTION**

Purpose of the Comprehensive Plan.....	1-1
Why Update the Plan? .....	1-1
Planning Area.....	1-1
Historic Context.....	1-2
Public Involvement.....	1-2
Changes in this Plan .....	1-3
Plan Organization .....	1-3
How to Use the Plan .....	1-4
Plan Amendment Procedures.....	1-5

## **CHAPTER 2: VISION AND GUIDING PRINCIPLES**

Vision.....	2-1
Guiding Principles.....	2-2

## **CHAPTER 3: COMMUNITY BUILDING BLOCKS**

Neighborhood Emphasis.....	3-1
Mixed-Use Development.....	3-3
Gateways and Corridors.....	3-5
Rural Character .....	3-6
Economic Sustainability.....	3-7

## **CHAPTER 4: LAND USE**

Residential Goals and Policies.....	4-1
Mixed-Use Goals and Policies.....	4-5
Employment Goals and Policies .....	4-11
Land Use Plan.....	4-14
Guidelines for Adjustment of Land Use Plan Map.....	4-14
Land Use Categories.....	4-15
Areas of Special Consideration.....	4-15
Future Land Use Map .....	4-16
Summary of Land Use Categories .....	4-18

## **CHAPTER 5: GROWTH MANAGEMENT**

Background and Intent .....	5-1
Goals and Policies .....	5-1
What is the Town's Planning Area Boundary .....	5-3

Existing Intergovernmental Agreements (IGAs) .....	5-5
Existing Intergovernmental Agreements (IGAs) Map .....	5-7

## CHAPTER 6: NATURAL RESOURCES AND ENVIRONMENT

Background and Intent .....	6-1
Goals and Policies .....	6-2

## CHAPTER 7: PARKS, RECREATION, AND TRAILS

Background and Intent .....	7-1
Goals and Guiding Policies.....	7-1

## CHAPTER 8: OPEN SPACE

Background and Intent .....	8-1
Goals and Policies .....	8-1

## CHAPTER 9: PUBLIC FACILITIES AND SERVICES

Background and Intent .....	9-1
Goals and Policies .....	9-1

## CHAPTER 10: REGIONAL COORDINATION

Background and Intent .....	10-1
Goals and Policies .....	10-1

## CHAPTER 11: TRANSPORTATION AND MOBILITY

Background and Intent .....	11-1
Policy Framework.....	11-1
Roadway System Plan .....	11-5
Roadway Functional Classification and Design Standards.....	11-9
Transit Issues .....	11-15

## CHAPTER 12: HOUSING AND NEIGHBORHOODS

Background and Intent .....	12-1
Goals and Policies .....	12-1

## CHAPTER 13: COMMUNITY CHARACTER AND DESIGN

Background and Intent .....	13-1
Goals and Policies .....	13-1

## CHAPTER 14: ECONOMIC DEVELOPMENT

Background and Intent .....	14-1
Goals and Policies .....	14-1

## CHAPTER 15: ACTION PLAN

Summary of Priority Actions.....	15-1
----------------------------------	------

APPENDIX A: BACKGROUND AND TRENDS

APPENDIX B: ISSUES SUMMARY

APPENDIX C: TRAFFIC MODELING

APPENDIX D: GLOSSARY OF TERMS

# Chapter 1: Introduction

## PURPOSE OF THE COMPREHENSIVE PLAN

*The Town of Erie Comprehensive Plan is an officially adopted advisory document that outlines the community's vision and goals for the future and provides guidance for elected and appointed officials in making choices regarding the long-range needs of the community. The written goals and guiding principles, policies, and recommendations of the Comprehensive Plan, along with the Future Land Use map, provide guidance for decisions affecting growth and annexation, the use and development of land, preservation of open space and the expansion of public facilities and services. The policy recommendations and maps contained in the Comprehensive Plan are interrelated and should not be used independently from one another.*

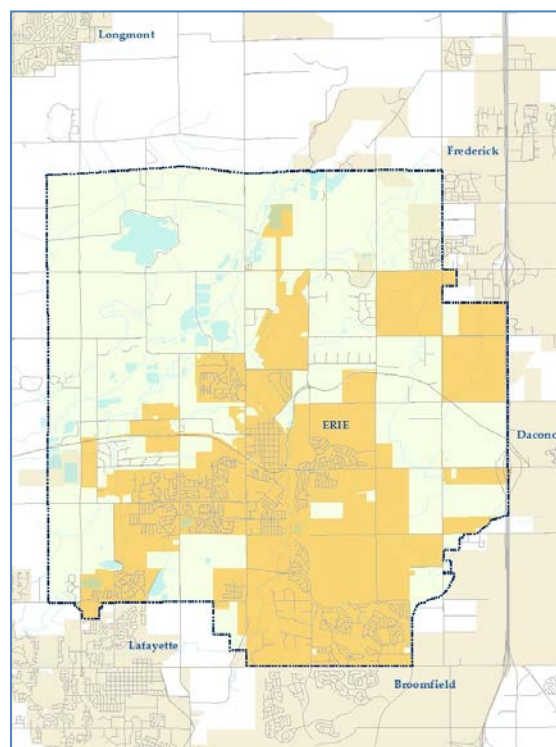
## WHY UPDATE THE PLAN?

Erie's Comprehensive Plan was last updated in 2005. Since that time the community, along with many of its Front Range neighbors, has experienced considerable growth. Since the plan was last updated in 2005, the population has grown by more than 6,500 people and nearly 2,350 new residential dwelling units. In addition to residential growth, the Town has started to see some commercial growth at Erie Commons, Coal Creek Center, and Vista Ridge. Community facilities including the library, community center, community park, new schools, and new raw water pipeline and pump station are also recent improvements in the Town.

While this updated plan carries forward the majority of the content from the 2005 effort, it provides more focused guidance for the Town as the community continues to grow. The updated Plan also encourages a more flexible approach to future development that will promote a more balance mix of uses for the community.

## PLANNING AREA

The Planning Area, which includes lands within the "sphere of influence" but outside the incorporated area, covers a total of 48 square miles, extending from State Highway 7 on the south to north of highway 52, and between U.S. 287 on the west to Interstate 25 on the east. Of these 48 miles, approximately 19 square miles have been incorporated into the Town.



*Erie's Planning Area and neighboring community context.*

## HISTORIC CONTEXT

The original plat for Erie was filed in 1871, following establishment of the Briggs Mine, the first commercial coal mine in Weld County. Until that time, surface coal had been delivered to its customers by horse and wagon. It was also in 1871 that the Union Pacific Railroad extended a spur westward from Brighton on its main line between Denver and Cheyenne. Coal from the Erie deposits was needed to fuel their huge steam locomotives. The Boulder Valley Railroad, as it was called then, opened up the northern coal fields for development. Soon coal from Erie mines was being shipped by rail to markets in Denver and as far east as Kansas City. The Town of Erie was incorporated in 1874.

## PUBLIC INVOLVEMENT

Public involvement is a crucial component of any Comprehensive Plan development process. In 2005 the development of the Comprehensive Plan involved a substantial public involvement effort that entailed numerous Advisory Committee meetings, community workshops, and leadership updates. Because the 2015 update was a more focused effort, public involvement was targeted at the following efforts:

- Town Board and Planning Commission Updates
- Community Event and Public Hearings

### TOWN BOARD AND PLANNING COMMISSION UPDATES

Staff provided regular updates at joint meetings of the Town Board and Planning Commission throughout the Planning Process. Officials were given updates on the progress of the plan development and had an opportunity to discuss and provide direction on key planning issues. Strong communication between staff and Town officials assisted in the development of a plan with the necessary support to be successfully adopted and implemented.

### COMMUNITY EVENT AND PUBLIC HEARINGS

During the planning process the planning team attended the Town Fair to share information on the plan and seek feedback on the key ideas under consideration. Notification letters were mailed to property owners to alert them about the proposed updates to the Plan and the scheduled public hearings. Two public hearings were held with the Town Board and Planning Commission to review and discuss the changes in the Plan.

## CHANGES IN THIS PLAN

The 2005 Comprehensive Plan Update replaced the 1996 and 1999 plans with significant changes from these previous versions in both form and content. This 2015 update retains the overall organization and majority of the content of the 2005 plan, although the key changes are summarized below.

### FUTURE LAND USE PLAN

- The Future Land Use Plan Map and corresponding land use categories were updated to reflect the desired new directions for the community, particularly in the area near Interstate 25.

## POLICIES AND PLAN IMPLEMENTATION

- This plan includes an updated Action Plan that described detailed actions and policies to be pursued as a means of accomplishing the goals.

## PLAN ORGANIZATION

The Comprehensive Plan is organized into the following chapters.

- Chapter 1—Introduction
- Chapter 2—Vision and Guiding Principles
- Chapter 3—Community Building Blocks
- Chapter 4—Land Use
- Chapter 5—Growth Management
- Chapter 6—Natural Resources and Environment
- Chapter 7—Parks, Recreation, and Trails
- Chapter 8—Open Space
- Chapter 9—Public Facilities and Services
- Chapter 10—Regional Coordination
- Chapter 11—Transportation and Mobility
- Chapter 12—Housing and Neighborhoods
- Chapter 13—Community Character and Design
- Chapter 14—Economic Development
- Chapter 15—Action Plan
- Appendix A: Existing Conditions Summary
- Appendix B: Issues Summary
- Appendix C: Traffic Modeling
- Appendix D: Glossary of Terms

## HOW TO USE THE PLAN

Erie's Comprehensive Plan is comprised of two distinct, but interrelated components, which together serve to guide the location, type, and characteristics of future development within the Planning Area. These components include:

- The Future Land Use Plan Map, which provides broad guidelines for land use patterns within the Town's Planning Area; and
- The Comprehensive Plan document which contains goals, guiding principles, and policies that provide detailed guidance on the specific land uses that will occur in each area.

The Future Land Use Map is purposefully general in nature to allow for flexibility in the specific location and extent of each land use on a development-by-development basis and should be used in conjunction with the goals and policies contained in this Plan. As such, land use "bubbles" in undeveloped areas of the Planning Area are expected to be varied to respond to site

specific features and the surrounding development context according to the guidelines listed below.

### GUIDELINES FOR ADJUSTMENT OF LAND USE PLAN MAP

The following guidelines should be used to help guide the refinement of Future Land Use Map “bubbles” as development occurs. The guidelines should be referred to by applicants prior to the preparation of a development submittal and by Town staff, elected and appointed officials as part of the development review process.

Proposed adjustments to the boundaries of a particular land use should demonstrate that the following criteria can be met:

- Average densities of the applicable “bubbles” depicted on the Future Land Use Map are maintained within the proposed land use pattern;
- The location of proposed higher density uses is appropriate based on the surrounding development context and appropriate transitions to adjacent land uses can be provided according to the goals and policies contained in this Plan; and
- Proposed distribution and organization of uses on the site are consistent with the Town’s Vision and Community Building Blocks, as contained in this Plan.

### AREAS OF SPECIAL CONSIDERATION

Three areas are identified on the Future Land Use Map as *Areas of Special Consideration*. These areas have been identified to acknowledge their importance as major community gateways and to acknowledge that an increased level of review and consideration will need to be placed on development proposals occurring within the areas identified, in terms of their uses and design. Specific policies for the areas defined along Highway 52, Erie Parkway and County Line Road/Arapahoe Road are contained in Chapter 13, Community Character and Design and are also referenced in applicable sections of the Land Use Policies contained in this chapter. While guidance is also provided on other gateway corridors, the Areas of Special Consideration are largely undeveloped today—giving the community the ability to establish a unified character prior to development occurring in many cases.

The policies provide guidance on the following:

- **Erie Parkway**—landscape buffers, pedestrian connections, view protection, parking design and location, building orientation, fencing, and signage;
- **Highway 52**—Clustering of commercial development in compact activity centers, broad setbacks for residential development, and fencing;
- **County Line Road/Arapahoe Road**—Landscape buffers, pedestrian connections, view protection, parking design and location, compatibility with airport flight patterns, building orientation, fencing, signage, and transitions between urban intensity uses and existing rural residential neighborhoods and open space areas.

While the policies will serve as a guide, it may also be appropriate for the Town to establish more detailed land use, landscape, and urban design concept plans to establish a unified character for these important areas.

## PLAN AMENDMENT PROCEDURES

The Town of Erie Comprehensive Plan is a policy document used to guide decision-making within the Town. For the plan to function over time, it must be able to be periodically reviewed and updated, in order to respond to significant trends or changes in the economic, physical, social, or political conditions of the area.

Revisions to the Plan will be conducted according to two distinct and different procedures: Plan Update, and Plan Amendments. A Plan Update should occur at intervals of approximately every five years. The purpose of a Plan Update is to re-evaluate the goals, policies, and actions contained within the Plan, noting those that should be changed and those that should be removed, and develop new policies if necessary, to make sure that the Plan is being effective.

A separate process has been established for amendments to the Plan, and may be performed on a yearly basis or as needed. Plan Amendments may include revisions to one or more sections of the Comprehensive Plan as a result of adoption of subarea plans or a specific issue/policy plan, or by directive from the Town Board. Plan Amendments may include changes to the Future Land Use Plan map. Other amendments may be as small as correcting text or map errors. The process for making these amendments are described below.

### PLAN UPDATE PROCESS

It is intended that an update of the Comprehensive Plan take place at least every five (5) years unless otherwise directed by the Town Board. In making a determination of when an update should be initiated, a prime consideration should include what changes have occurred since the Plan was last updated. These changes may be in the economy or the environment, housing affordability, transportation system changes, local priorities or issues, projected growth, etc. A Plan Update will include a thorough re-evaluation of the vision, goals, and policies contained within the Plan, noting those that should be changed and those that should be removed, and develop new policies if necessary, to make sure that the Plan is being effective. A Plan Update will also include a thorough review of the validity of all information contained within the Plan and should include extensive opportunities for involvement by the public, boards and commissions, elected and appointed officials, town staff, and other affected interests.

The Planning Commission and Town Board shall then approve, approve with conditions, or deny the update based on its consideration of the recommendations from staff, boards and commissions, and evidence from public hearings.

### PLAN AMENDMENT PROCESS AND PROCEDURE

Amendment requests may be initiated by a resident of the Town, by a property owner, by the Planning Commission, or by the Town Board. All Plan Amendments shall be considered by the Planning Commission and Town Board. The Planning Commission and Town Board shall then approve, approve with conditions, or deny the amendment based on its consideration of the recommendations and evidence from the public hearings.



## PLAN AMENDMENT PROCEDURE

The following is the common review procedure for Comprehensive Plan amendment requests and shall apply to all amendment requests unless an exception to the common procedure is granted by the Community Development Director after reviewing the applicant's written request.

### PAI.1- STEP 1 - PRE-APPLICATION CONFERENCE

A Comprehensive Plan amendment request shall be presented to Town Staff by the applicant at a Pre-Application conference. This conference provides an opportunity for an informal evaluation of the applicant's proposal and to familiarize the applicant with issues that may affect the proposal.

This informal evaluation by staff provided at the conference is not binding upon the applicant or the Town, but are intended to serve as a guide to the applicant in making the application and advising the applicant in advance of the formal application of issues which may be presented to the appropriate decision-making body.

### PAI.2 – STEP 2 - OPTIONAL PLANNING COMMISSION PRE-APPLICATION CONFERENCE

At the applicant's request, the Community Development Director may grant an application conference, which shall be in addition to the required Pre-Application conference with the Community Development Director.

### PAI.3 – STEP 3 - APPLICATION SUBMITTAL

See the Comprehensive Plan Amendment User's Guide for submittal requirements.

### PAI.4 – STEP 4 – DETERMINATION OF APPLICATION COMPLETENESS

After receipt of the amendment application, the Community Development Director shall determine whether the application is complete and ready for review. An application will be considered complete if it is submitted in the required form, includes all information and supporting materials specified in the User's Guide, and is accompanied by the applicable fee. The determination of completeness shall not be determined based upon the perceived merits of the amendment request.

If the application is determined to be incomplete, the Community Development Director shall provide notice to the applicant along with the application's deficiencies. No further processing of an incomplete application shall occur until the deficiencies are corrected in a re-submittal.

### PAI.5 – STEP 5 - APPLICATION REVIEW AND REPORT

After determining that the amendment application is complete, Town staff shall process the application in the following manner:

#### PAI.5.A – Application Review

Staff shall notify the applicant of the number of copies of the application and submittal information required for distribution to Town staff and when applicable to outside referral agencies.

Staff and when applicable, referral agencies shall comment within 21 days of receiving a complete submittal unless an extension is granted of no more than 30 additional days is agreed to by the Community Development Director.

**PAI.5.B – Resolution of Issues**

Community Development staff shall compile and review all comments and provide a copy of all comments to the applicant. The applicant shall resolve outstanding issues to the maximum extent practicable

**PA I.5.C - Staff Report**

Community Development staff shall prepare a Staff Report. The Staff Report shall indicate whether, in the opinion of the staff, the proposed amendment complies with all applicable Approval Criteria listed in Step 9. The Staff Report shall be made available for inspection and copying by the applicant and the public prior to the scheduled public hearing on the proposed amendment.

**PAI.6 – STEP 6 – PUBLISHED NOTICE**

Published notice of a required Public Hearing shall; (1) identify the date, time, and place of the public hearing, (2) if applicable, describe the property involved in the application by street address or by legal description and nearest cross street; (3) describe the nature, scope, and purpose of the proposed action; and (4) indicate that interested parties may appear at the hearing and speak on the matter.

The Community Development Director shall cause a notice to be published in a newspaper having general circulation in the area. The notice shall be published at least 15 days before the scheduled hearing date. In computing such period, the day of posting shall not be counted, but the day of the hearing shall be counted.

**PAI.7 – STEP 7 – PUBLIC HEARING**

A public hearing shall be conducted according to the following procedures:

**I.7.A - Rights of All Persons**

Any person may appear at a public hearing and submit evidence, either individually or as a representative of a person or an organization. Each person who appears at a public hearing shall state their name, address and, if appearing on behalf of a person or organization, the name and mailing address of the person or organization being represented.

**I.7.B - Exclusion of Testimony**

The decision-maker conducting the public hearing may exclude testimony or evidence that it finds to be irrelevant, immaterial, or unduly repetitious.

**I.7.C - Continuance of Public Hearing**

The decision-maker conducting the public hearing may, on its own motion or at the request of any person, continue the public hearing to a fixed date, time and place. All continuances shall be granted at the discretion of the body conducting the public hearing. Re-publication and re-noticing of continued public hearings shall be at the discretion of the body conducting the public hearing.

**I.7.D - Court Reporter**

The Community Development Director shall have the discretionary authority to require the presence of a court reporter at any public hearing

required by this Chapter and to assess the cost of such reporter to the applicant.

#### **1.7.E - Order of Proceedings at Public Hearing**

The order of the proceedings at the public hearing shall be as follows:

##### **1.7.E.1 - Opening of Public Hearing**

The public hearing shall be formally opened by the Town body conducting the public hearing.

##### **1.7.E.2 - Staff Report Presented**

The Community Development Director or designee shall present a narrative and/or graphic description of the development application. The Community Development Director or designee shall present a Staff Report which includes a written recommendation. This recommendation shall address each standard required to be considered by this Code prior to approval of the development application.

##### **1.7.E.3 - Applicant Presentation**

The applicant shall present any relevant information the applicant deems appropriate. Copies of all writings or other exhibits that the applicant wishes the decision maker to consider must be submitted to the Community Development Director no less than five working days before the public hearing.

##### **1.7.E.4 - Public Testimony**

Relevant public testimony shall be heard.

##### **1.7.E.5 - Applicant Response**

The applicant may respond to any testimony or evidence presented by the public.

##### **1.7.E.6 - Staff Response**

The Community Development Director, the Town Attorney, and any other staff member may respond to any statement made or evidence presented by the applicant or the public.

##### **1.7.E.7 - Close of Hearing**

After consideration of the development application, the Staff Report, any additional written and/or exhibit materials submitted, and the evidence from the public hearing, the decision-maker shall close the public hearing.

### **PA 1.8 – STEP 8 – DECISION AND FINDINGS**

#### **1.8.A – Planning Commission Review & Recommendation**

After consideration of the proposed amendment, the staff report, comments received from other reviewers (if applicable), and the evidence from the public hearing, the Planning Commission shall make a recommendation to the Board of Trustees to approve or deny the application based on its compliance with the applicable approval criteria, as described in Step 9 below.

All decisions shall include a clear statement of approval or denial, whichever is appropriate, and written findings of fact with reference to the applicable approval criteria of Step 9.

### **1.8.B – Board of Trustees Action**

After reviewing the reports and recommendations of the Community Development Director and the Planning Commission, the Board of Trustees shall vote to approve, approve with amendments, or deny the application, based on its compliance with the applicable approval criteria, as described in Step 9 below.

The Board of Trustees also may refer the application back to the Planning Commission for further consideration.

#### **1.8.B.1 – Records of Amendments**

A record of amendments to the Comprehensive Plan shall be maintained by the Community Development Department.

#### **1.8.B.2 - Close of Hearing**

Following denial of an application, no new application for the same or substantially the same amendment shall be accepted within one year of the date of denial. The waiting period required herein, may be waived in an individual case, for good cause shown, by the affirmative vote of three-fourths of the members of the Board of Trustees.

## **PA1.9 – STEP 9 – APPROVAL CRITERIA**

A Comprehensive Plan amendment may be approved by the Planning commission and the Town Board if specific findings are made that the following approval criteria have been met:

1. The existing Comprehensive Plan and/or any related element thereof is in need of the proposed amendment;
2. The proposed amendment is compatible with the surrounding area, and the goals and policies of the Plan;
3. The proposed amendment will have no major negative impacts on transportation, services, and facilities;
4. The proposed amendment will have minimal effect on service provision, including adequacy or availability of urban facilities and services, and is compatible with existing and planned service provision;
5. The proposed amendment, if for an area that is outside of the Town's current municipal boundaries, is consistent with the Town's ability to annex the property;
6. Strict adherence to the Plan would result in a situation neither intended nor in keeping with other key elements and policies of the Plan; and
7. The proposed plan amendment will promote the public welfare and will be consistent with the goals and policies of the Comprehensive Plan and the elements thereof.

## Chapter 2: Vision and Guiding Principles

*A vision is a statement of the kind of place that residents, business owners, and community leaders want the Town to become in the future. This Vision describes the community's values and aspirations for the Town.*

*The process of identifying community values for the Comprehensive Plan started with the Erie Stakeholders Assessment Process (ESAP), a Community Visioning Process that was completed in 2001. The planning team translated the values and desires from ESAP, along with prior goal statements from the 1996 and 1999 Comprehensive Plans and an analysis of current issues and opportunities, into a vision statement and supporting goals that could be achieved through specific actions. It is intended to convey the general direction and vision desired by the community.*

### VISION

The Vision is based on the premise that the health of the Town and the quality of life of its residents are not dependent on any one factor. The underlying premise is an understanding that the Town must seek a balance between environmental, economic and community/social considerations. Each of these components is interrelated and essential to the continued health and sustainability of the community. Viewed together, they provide a balanced and flexible overall basis for formulating the Town's Comprehensive Plan:

*Erie is a community which recognizes the importance of conserving and enhancing its historic small town character, the roots from which it grew, preserving the natural environment in which it resides; a caring community which offers its residents an environment in which to seek a high quality of life; a balanced community with a diverse range of housing, employment, educational, shopping and recreational opportunities; and a vital community which provides financial and social support for quality of life programs.*





## GUIDING PRINCIPLES

The following statements describe the community's aspirations and set the direction for the Comprehensive Plan. They demonstrate the general ideals to be sought for the Town within its planning area over the next 20 years, building on the Vision established for the community.

Our Vision includes the following key principles:

### ◎ *A Coordinated and Efficient Pattern of Growth*

The Town will have a compact pattern that encourages urban growth to locate within the Planning Area Boundary, fosters the efficient provision of infrastructure and services, and balances development and conservation of the natural environment.

### ◎ *Quality Design and Development*

Erie will promote a high standard of design for all new development, renovation, and rehabilitation to reinforce and enhance its unique nature for residential neighborhoods, public places, and commercial businesses.

### ◎ *Overall Economic Vitality*

The Town will promote a healthy, thriving economy that provides opportunities for quality employment with livable wages for its residents.

### ◎ *Downtown Vitality*

The Town considers the maintenance and enhancement and expansion as appropriate of Old Town's vitality to be important to the health and well-being of the community as a whole. The plan promotes development and continued enhancement of this core community area as the "center" of the community.

### ◎ *A Comprehensive, Integrated Transportation System*

Erie has a safe, efficient, and innovative transportation system that reduces neighborhood isolation and promotes a sense of community by connecting all areas of town, accommodates various modes of public and private transit, and facilitates travel to regional centers.

### ◎ *Stewardship of the Natural Environment*

The Town will identify and conserve its natural, scenic, and environmentally sensitive areas including important wildlife habitat, waterways, and visually sensitive areas. Erie will strive to be a clean, sustainable, environmentally-friendly town.



### © *Trails, Parks and Recreation Opportunities*

The Town will provide a diverse range of recreational opportunities to include facilities and programming for all ages and varying interests, both passive and active. Trails, parks, and recreation opportunities will be connected with and integrate open space into and between neighborhoods and other areas of the community.

### © *Protected Lands Program*

Lands that are permanently protected as open space will be used to maintain the small town atmosphere that has made Erie an attractive place. Open space will serve a variety of functions, including:

- Buffering Erie from other towns and cities and shaping growth;
- Creating view corridors to enable residents to see mountains, plains, and agricultural areas rather than uninterrupted housing and commercial development;
- Preserving agricultural lands, keeping them in agricultural production;
- Restoring riparian areas and other areas of natural habitat;
- Protecting significant archeological and cultural resources;
- Preserving native plant and animal habitat and travel corridors for wildlife;
- Providing areas for passive recreation that emphasizes enjoyment of nature; and
- Distinguishing and linking neighborhoods and other activity areas within Erie through a system of continuous, connected open lands and trails.



### © *Balanced Land Use Mix*

The Town will work to diversify and balance the mix of land uses as the Town grows. Particular emphasis will be placed on enhancing the local economic base to provide employment opportunities for residents, seeking to achieve a better balance as a place to work as well as live. In so doing, the community will seek a balance between the enhancement of Old Town's vitality and other existing areas of the community and the identification of opportunities for commercial and employment in outlying areas.



### © *Stable, Cohesive Neighborhoods Offering a Variety of Housing Types*

The Town will promote new neighborhoods that contain a mix of land uses and diversified housing options that meet the varying needs of its residents, including single family, attached homes (duplexes, townhomes), multifamily dwellings, and housing included as part of mixed-use developments. The Town will work to maintain the quality and character of established

neighborhoods and ensure that infill and redevelopment is designed in a manner that minimizes impacts on existing neighborhoods, including rural neighborhoods in the Planning Area. New housing and neighborhoods should be appropriate in size, scale, design and use. New housing areas should be located where residents will have access to the full range of infrastructure, facilities and services that are needed for healthy, livable neighborhoods.



© *Provide Infrastructure and Public Services Efficiently and Equitably*

Erie will coordinate future development and/or provision of capital facility projects and infrastructure, including water, wastewater, fire protection, emergency management services, police protection, schools, parks, and other utilities that affect the quality of life and economic stability of the community.

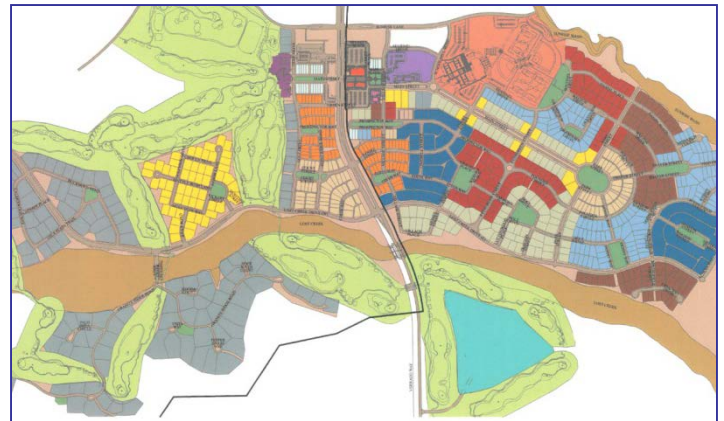


# Chapter 3: Community Building Blocks

*During the Planning Process a number of distinct themes or “community building blocks” emerged as being fundamental to the ultimate success of the Plan. While each of these themes is addressed at a broad level within the Vision and Guiding Principles outlined in the previous chapter, a discussion of their role in the intended outcome and application of the Comprehensive Plan is provided below. This discussion is intended to supplement the goals and policies contained in the Plan by providing a more focused explanation of the key principles underlying each theme and the Town’s objectives in applying them to future development proposals.*

*Erie’s five Community Building Blocks include:*

- *Neighborhood Emphasis;*
- *Mixed-Use Development;*
- *Gateways and Corridors;*
- *Rural Character; and*
- *Economic Sustainability.*



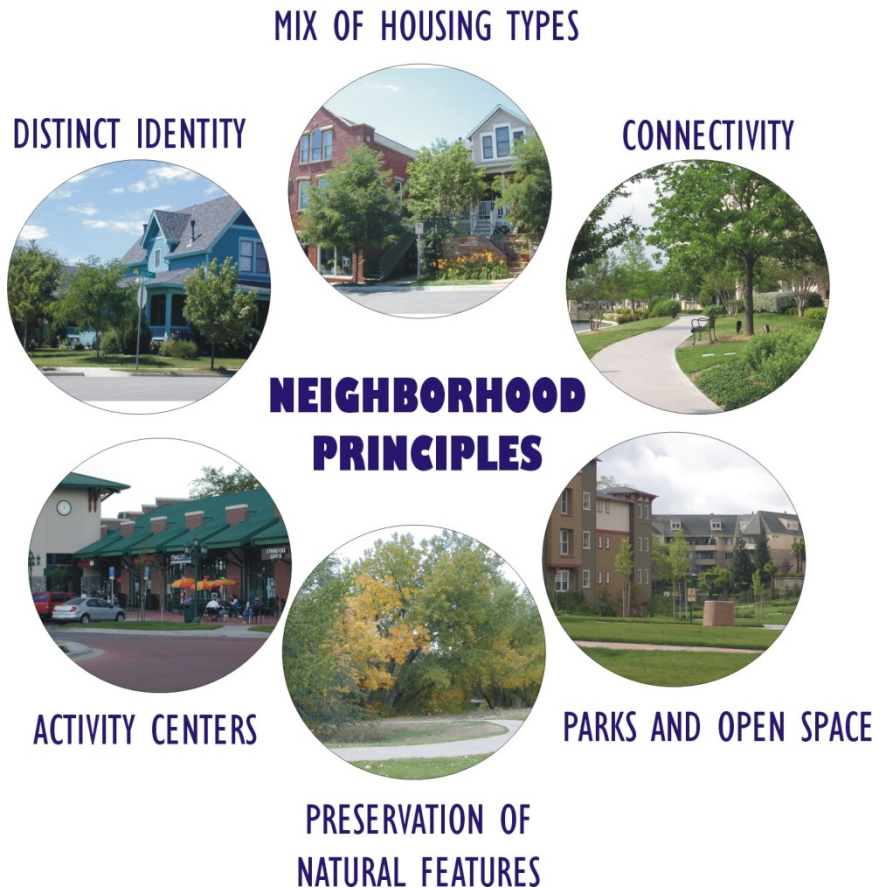
*The design of Erie’s future neighborhoods is a major focus of the Comprehensive Plan. Although their scale and composition will vary from location to location, new neighborhoods should be designed using a common set of principles that include:*

- *A mix of uses and housing types*
- *An interconnected network of streets, open space, and trails;*
- *The preservation of natural features;*
- *Clear activity centers; and*
- *A distinct identity.*

## NEIGHBORHOOD EMPHASIS

For most of its years Erie consisted of a single, compact neighborhood in what is referred to today as Old Town. Residents of Old Town were able to (and are still able to today, in some cases) walk to meet many of their daily needs and even go to work. In recent years, the Town’s compact feel has begun to change as new development has sprung up in outlying areas of the Town’s Planning Area, far from its historic center and both visually and physically detached from the rest of the community.

The goals and policies contained in the Plan are built around Erie’s desire to distinguish itself as a community of free-standing, but integrated neighborhoods, linked together—and to Old Town—by an interconnected network of pedestrian pathways, trails, and open space.



The following principles embody the community's vision for its future neighborhoods:

#### **MIX OF HOUSING TYPES**

- Neighborhoods should contain a variety of housing types (single-family detached, single-family attached, townhomes, apartments, etc.) to provide a more diverse selection of lifestyles and housing pricing for Erie residents.
- Neighborhoods should incorporate a variety of housing models and façade treatments to create visual interest and a more inviting pedestrian environment.

#### **CONNECTIVITY**

- Neighborhoods should be connected to adjacent neighborhoods and the surrounding community with direct roadway and pedestrian connections and open space.
- Isolating neighborhoods with walls and gates should be avoided.

#### **PARKS AND OPEN SPACE**

- Neighborhoods should include or be easily accessible to a range of parks and open space amenities to appeal to residents of all ages and abilities.

## ACTIVITY CENTERS

- Each neighborhood should include an activity center for its residents. Activity centers may include a mix of commercial development, parks, open space, and other community facilities, where appropriate, to serve the needs of neighborhood residents. Larger, commercially-oriented activity centers may serve more than one neighborhood.
- Activity centers should be designed to be connected to adjacent neighborhoods with streets and sidewalks.

## PRESERVATION OF NATURAL FEATURES

- Neighborhoods should be planned to maximize the preservation of natural features, such as drainages, significant trees, topographic features, and other features.

## DISTINCT IDENTITY

- Neighborhoods should be planned to incorporate unique characteristics that serve as identifiers for residents, such as such as distinct streetscape elements, architectural styles, and neighborhood center features. However, neighborhoods should also incorporate features that visually and physically link them to the larger community and the Town of Erie. This may occur through naming, street graphics (i.e. incorporating the Town of Erie logo), trail connections, or other features that serve to create a common link between the Town's many neighborhoods.

## MIXED-USE DEVELOPMENT

The Land Use Plan (Chapter 4) includes a new land use category to accommodate Mixed-Use Development. At a general level these mixed-use areas are similar in that they are intended to contain a variety of activities, such as offices, retail, and multiple housing types. They differ, however, in that the scale and configuration of development will vary by its location and development context (i.e., Old Town infill/redevelopment vs. new development). Common principles for mixed-use development include:

### Mix of Uses

- Depending upon their location and scale, primary uses for mixed-use development areas may include commercial, office, retail, and/or housing. However, more active uses such as retail and commercial should be placed at the ground level to provide pedestrian interest. Where activity uses are limited, they should be concentrated at key intersections or near major public spaces to maximize public exposure and increased activity levels.
- Both vertical (stacked) and horizontal (side-by-side) mixed-use is encouraged in Erie provided it is well-connected to surrounding neighborhoods.
- Vertical mixed-use refers to the integration of two or more land use types within a building, occurring on different floors, one of which is residential. A typical example of a vertical mixed use building would incorporate active uses, such as stores, offices, and restaurants, at the street level and residential or office uses on the upper floors.



*Neighborhood scale mixed-use with retail, office, and residential uses in a pedestrian-friendly setting.*



- Horizontal mixed-use refers to a pattern where several types of uses or buildings, together with residential, are included, as part of a cohesive development in proximity to each other – but each building would contain its own separate use. They would be designed as a set of coordinated uses, with common parking areas, strong pedestrian connections, and similar design features, but would contain separate uses in each building.
- Mixed-use development should also incorporate schools, parks, and open space, and other community facilities, where appropriate, to serve the needs of neighborhood residents.

#### DESIGN FOR PEDESTRIANS/MULTI-MODAL ACCESS

- Site plan and building designs should be pedestrian-oriented by incorporating wide and detached sidewalks and paths, seating, low-level lighting, and signs that are scaled for pedestrians in high activity areas.
- Mixed-use development should incorporate walkable blocks (typically less than 400 feet in length) with frequent pedestrian connections to adjacent neighborhoods.
- Provide for interconnected block and street patterns.
- Provide access to the arterial street system and provide locations for future transit stops.
- Provide connections to parks, trails, and open space.



*(Top) Horizontal mixed-use integrated with surrounding neighborhood. (Bottom) Vertical mixed-use incorporating high density housing above retail shops.*

#### INCLUDE HOUSING

- Incorporating housing into mixed-use development areas is strongly encouraged, either in a vertical (stacked) configuration or as an adjacent, but well-integrated use.
- High density housing should be concentrated within or near activity centers to provide opportunities for residents to walk to shops, transit, services, and jobs.
- In larger mixed-use developments, housing (apartments, lofts, or townhomes) can also be used to provide transitions to surrounding neighborhoods.

#### TRANSITIONS FROM AND CONNECTIONS TO SURROUNDING AREAS

- In the Old Town area, mixed-use developments should be used to help revitalize major corridors into the downtown core (Briggs Street and Cheesman) and should provide transitions to surrounding neighborhoods.
- Larger mixed-use developments should be designed in conjunction with surrounding neighborhoods where possible, providing direct connections and strong development relationships.



*Townhomes designed to provide a more gradual transition between a mixed-use center and a single family neighborhood.*



## GATEWAYS AND CORRIDORS

Erie has an opportunity to establish distinct entryways to the community along its major gateway corridors. This opportunity is most evident along Erie Parkway and Highway 52, where development to date has been limited, but is anticipated on the Future Land Use Map. Other gateway corridors, including County Line Road (North and South), Baseline Road (Hwy 7), and Arapahoe Road, have a character that is fairly well established either through existing open space or existing development patterns.

Future development in any of the Town's gateway corridors should be designed with the following principles in mind:

### VIEW CORRIDORS

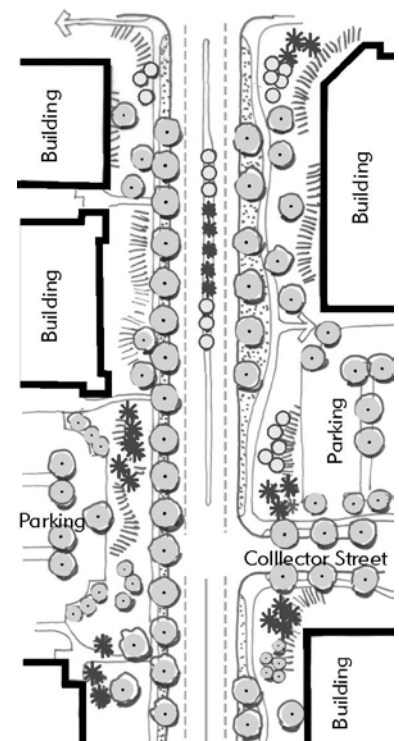
- Development setbacks should be established along gateway corridors to preserve site lines and reduce visual impacts of development.
- Signage along the Town's gateway corridors should be limited to low profile monument signs designed as part of a larger development scheme and should be consolidated for larger developments to minimize visual clutter.

### DEVELOPMENT QUALITY/RELATIONSHIP TO THE CORRIDOR

- Development setbacks should be landscaped to buffer development, to help preserve key view corridors, to provide an inviting environment for pedestrians, and to establish a consistent character.
- Development should be oriented towards the gateway corridor, providing a high level of architectural detailing and entrances for pedestrians.
- Buildings located at major intersections should be brought closer to the street to anchor corners and to help form a gateway into adjoining neighborhoods.
- Parking, loading areas, and other unsightly uses should be located away from the gateway corridor where possible and should be fully screened using a combination of landscaping, berming, and/or decorative fencing.

### ACCESS MANAGEMENT

- As development occurs along Erie's major gateway corridors, centralized access points will need to be established to manage traffic circulation and to protect the character of the corridor.



(Top) Example of gateway corridor treatment. (Bottom) Conceptual diagram of primary gateway corridor development setbacks, multi-use path, and landscaping.



## RURAL CHARACTER

Erie's rural character—one of the many benefits of its agricultural heritage—is highly valued by the community. Although the community's character will evolve and become less rural as it continues to grow, maintaining visual breaks in development and providing a visual separation between individual neighborhoods is a key aspect of the Plan's Vision. This will be particularly important east of County Line Road, where large tracts of undeveloped land remain and where multiple rural residential developments already exist in the Weld County. Maintaining ongoing efforts to increase the community's open space network will be a major factor.

The Plan encourages the protection of this character using the following principles:

### OPEN SPACE

- Individual neighborhoods should be designed to provide logical open spaces that serve the immediate neighborhood as well as provide linkages to the broader open space network of the community.
- Design lots within a clustered development to abut or link directly to designated open space within the development.
- Locate large blocks of contiguous open space that link to adjacent open lands.

## ECONOMIC SUSTAINABILITY

Employment opportunities and commercial services within Erie are currently somewhat limited. The Town recognizes that expanding opportunities for employment and commercial development is important to enhance tax revenues generated in the Town as well to reduce the need for residents to travel to neighboring communities to work, shop, and meet other daily needs. The Town also recognizes that attracting significant commercial and employment development will be challenging given the high volume of competition from neighboring Front Range communities.

In light of these challenges, the Plan seeks to achieve build economic sustainability over time by placing an emphasis on each of the community building blocks highlighted in this Chapter:

- the creation of high-quality residential neighborhoods;
- encouraging a more mixed-use pattern of development that allows the integration of commercial and employment uses on a smaller scale;
- establishing a high quality pattern of development focused in activity centers and along the community's major gateway corridors; and
- protecting the community's rural character as a unique aspect of its appeal.

Together, these objectives will allow Erie to grow into a community that will be attractive to future commercial and employment development when opportunities arise.

# Chapter 4: Land Use

*This chapter provides a series of land use goals and policies that support these Community Building Blocks and provide specific direction for property owners, elected and appointed community leaders, and Town staff and administrators in making decisions regarding the location and design of development within the Planning Area. The chapter also provides a land use summary table that defines the range of size or density, primary and secondary uses, and defining characteristics for each land use identified on the Future Land Use Map. This Chapter should be used in conjunction with the Future Land Use Map and with the other goals and policies contained in this Plan.*

## Goal #1: Balanced Land Use Mix

Plan for a balanced mix of commercial and residential land uses in Erie.

### RESIDENTIAL

*The Future Land Use Map identifies four residential use designations: **Rural Residential, Low Density Residential, Medium Density Residential, and High Density Residential.** Specific policies are provided for each of the categories, along with a set of general policies that apply to the three urban residential categories. The policies represent a shift towards a more flexible, neighborhood-oriented approach to residential development than is typical of more recent development patterns in the community. The intent is to encourage new neighborhoods to incorporate a diversity of housing (in terms of housing type, density, and price point) and an array of services, such as shopping, schools, and parks that can meet many residents' day-to-day needs within a close proximity. Due to Erie's rolling topography and natural features and current pattern of development, many new neighborhoods will be somewhat isolated physically for the foreseeable future. However, each neighborhood will be linked to adjoining neighborhoods and Old Town through a comprehensive network of trails and open space corridors. This network will provide opportunities for residents to walk or bicycle to nearby services and gathering places and reduce the need for cross-town vehicle trips. Opportunities for neighborhoods that are predominately single-family will continue to exist, but will be driven more by market demand and specific development master plans.*



*A balanced mix of commercial, residential, and employment uses is encouraged.*

## RURAL RESIDENTIAL POLICIES:

### RR 1.1—CHARACTERISTICS

The Rural Residential designation provides a rural setting for large-lot, very low-density single-family housing. Lot sizes and layouts will be dependent upon topographical constraints and hilly terrain located in some areas of the community. In some cases, large portions of a lot may remain in an undeveloped state, reinforcing the rural character of this development pattern. Existing Rural Residential development in Boulder and Weld Counties typically relies on individual sewage treatment systems and either individual water wells or rural water districts. New Rural Residential developments located within the Town's incorporated area will be required to be served by municipal water and wastewater service. Single lot developments will be required to be served by municipal water and wastewater service if within 400 feet of a sewer line.

### RR 1.2—DENSITY RANGE

Homes will typically occur at densities of between 0-2 dwelling units per acre. However, gross densities will not typically exceed 1 dwelling unit/acre. Lots in many existing rural subdivisions in the Planning Area exceed 1 acre.

### RR 1.3—LOCATION

Rural Residential neighborhoods will typically be located at the fringe of urban development, near existing rural neighborhoods, or in areas with steeper terrain or other natural features unsuitable for urban residential development. In some cases, they will serve as a transition between more intense urban neighborhoods and natural features to be protected or existing rural neighborhoods.

### RR 1.4—OPEN SPACE

Open space should provide strong visual and physical connections to the surrounding open space and trails network—both existing and planned.

### RR 1.5—ROADWAY DESIGN

Access road and driveway configurations should follow the natural contours of topographic features to minimize slope disturbances, maximize scenic views, and conserve natural features.

### RR 1.6—LANDFILL RELATIONSHIPS

Rural Residential neighborhoods that abut an existing or future landfill site will be encouraged to cluster homes away from the landfill boundary, creating an open space buffer between the two uses.

## URBAN RESIDENTIAL POLICIES—ALL CATEGORIES:

### UR-1.1—VARIETY OF HOUSING TYPES

The incorporation of a variety of housing types, models, sizes, lot sizes, lot configurations, and price ranges in new neighborhoods will be strongly encouraged to provide expanded housing options for Erie residents. Incorporating a mix of housing types at both the neighborhood scale and the block scale will be encouraged to create varied and interesting streetscapes and to encourage a diverse community.



### UR 1.2—NEIGHBORHOOD EMPHASIS

The Town will encourage urban residential development to be focused in distinct neighborhoods that contain a variety of housing types to support the housing needs of a diverse population. The integration of neighborhood commercial centers and other complementary uses that are of a scale and character that complements the surrounding neighborhood will also be encouraged.

### UR 1.3—STREET PATTERNS

Urban neighborhoods should be organized around a system of interconnected collector and local streets, as traditionally found in Erie's Old Town neighborhood. Detached sidewalks and pedestrian and bicycle pathways will also be encouraged. Neighborhoods located adjacent to future development areas shall provide opportunities for future roadway extensions. Cul-de-sacs and other dead end streets and alleys are discouraged unless necessitated by the natural or built constraints of the development site, in order to encourage connectivity between neighborhoods. Where cul-de-sacs are used, pedestrian connections shall be provided between streets and adjacent open space areas, trails, or other common features to promote neighborhood connectivity.

### UR 1.4— URBAN ROADWAY DESIGN

Neighborhood streets and access roads should follow the natural contours of topographic features to minimize slope disturbances, maximize scenic views, and conserve natural features and vegetation. Access management shall be provided along arterial and collector streets to limit the number of curb-cuts and maintain traffic carrying capacity and safety.

### UR 1.5— OPEN SPACE NETWORK

Urban neighborhoods should be designed to complement and provide visual and pedestrian links to the community-wide system of open space and trails. Residences should be clustered to create larger, contiguous open space parcels as opposed to a multitude of small, disconnected parcels.

### UR 1.6—ARCHITECTURAL CHARACTER

The repetition of identical homes and garages along neighborhood streets detracts from the visual character of the neighborhood and is strongly discouraged. All urban residential development will be required to follow standards as specified in the Residential and Commercial Design Standards set forth in the Unified Development Code. Important considerations include:

- Varying facades of individual homes or multi-family building facades along a block;
- The relationship of buildings to the street (setbacks, orientation); and
- Garage placement and design.

### UR 1.7—COMPLEMENTARY USES

The portion of each neighborhood occupied by complementary uses, such as commercial, office, or civic uses shall generally be limited to 15-percent of the neighborhood's gross land area.

### UR 1.8—GATEWAY CORRIDORS

Neighborhoods located along an identified gateway corridor will be subject to additional development standards as specified in policy CCD 1.5, Community Character and Design.



*A mix of housing types is encouraged at both the neighborhood and block level, as shown here.*



*Neighborhoods should be organized around a system of interconnected open space and trails.*



*Architectural character—townhomes (Top) and single-family (Bottom).*

### UR 1.9—CLUSTER DEVELOPMENT

The Town will encourage the use of cluster development patterns as a means of preserving scenic view corridors, preserving natural features, creating transitions between areas of different development intensity, and providing open space for the common use and enjoyment of residents and the broader community. The use of cluster development patterns as a means of preserving cohesive blocks of agricultural land is also encouraged.

### LOW DENSITY RESIDENTIAL POLICIES:



*Low Density Residential.*

#### LDR 1.1—CHARACTERISTICS

Low Density Residential areas will primarily be suburban-style developments; however, the designation allows for a range of single-family detached and attached homes, townhomes, patio homes, and in appropriate cases include complementary neighborhood-scale supporting land uses, such as retail, commercial, and office uses in a neighborhood setting. Small-scale apartment and condominium buildings may also be permissible as part of a planned unit development provided open space requirements are adequate to stay within desired densities. Schools, places of worship, and other civic uses are also appropriate.

#### LDR 1.2—DENSITY RANGE

Gross densities for Low Density Residential areas may range from 2-6 dwelling units per acre to accommodate a variety of housing types; however, average gross densities will not typically exceed 4 dwelling units/acre.

#### LDR 1.3—LOCATION

Low Density Residential neighborhoods should be located where they have convenient access and are within walking distance of community facilities and services that will be needed by residents of the neighborhood, including schools, shopping areas, and other community facilities. Where site characteristics allow, neighborhoods should be bounded by major streets (arterials and/or collectors) with a direct connection to work, shopping and leisure activities.

### MEDIUM DENSITY RESIDENTIAL POLICIES:



*Medium Density Residential.*

#### MDR 1.1—CHARACTERISTICS

Medium Density Residential areas should incorporate a mix of housing types and recognizable community centers such as park, recreation, and neighborhood or community commercial areas in a neighborhood setting. Neighborhoods should contain connective green spaces that unify the development and provide transitions between other uses. Commercial centers should be designed at a neighborhood scale that is in harmony with the area's residential characteristics and in conformance with the policies for Neighborhood and Community Commercial uses. Appropriate housing types may include a combination of small lot single-family, duplexes, townhomes, or fourplexes on individual lots. Larger apartment or condominium buildings may be permissible as well, provided the density range is complied with. Schools, places of worship, and other civic uses are also appropriate.

**MDR 1.2—DENSITY RANGE**

Gross densities for Medium Density Residential neighborhoods may range from 6-12 dwelling units per acre, to allow for a variety of housing types; however, average gross densities will not typically exceed 8 dwelling units/acre.

**MDR 1.3—LOCATION**

Medium Density Residential neighborhoods should be located close to arterial streets and be bounded by collector streets where site characteristics allow, with a direct connection to work, shopping, and leisure activities.

**HIGH DENSITY RESIDENTIAL POLICIES:****HDR 1.1—CHARACTERISTICS**

The High Density Residential designation accommodates higher-intensity residential housing types, such as apartments, townhomes and condominiums, combined with complementary residential and non-residential land uses, such as single-family attached and detached homes, retail, commercial, and office uses. Mixed-use buildings may also be appropriate, provided that they are designed in scale with other uses in the development area. Schools, places of worship, and other civic uses are also appropriate. Developments generally have shared parking and recreational facilities. Site design should allow for convenient access to work, service, and leisure destinations and should encourage the use of alternative modes of travel.

**HDR 1.2—DENSITY RANGE**

Gross densities for High Density Residential neighborhoods may range from 12-20 dwelling units per acre to allow for a variety of housing types; however, average gross densities will not typically exceed 16 dwelling units/acre.

**HDR 1.3—LOCATION**

High Density Residential uses are typically located near intersections of arterials and collector streets, but may also be used to provide a transition between commercial or employment areas and lower density neighborhoods. High-density neighborhoods should not be located in settings where the only access provided consists of local streets passing through lower density neighborhoods.



*High Density Residential.*

**MIXED-USE****BACKGROUND AND INTENT**

*The Future Land Use Plan Map identifies two Mixed-Use Categories: **Downtown District and Mixed-Use.** The Downtown District incorporates Erie's historic commercial downtown, and is largely focused on ensuring the compatibility of infill and redevelopment within the area's historic context. The Mixed-Use category is primarily focused on the creation of mixed-use development in areas that are currently undeveloped; however, it also addresses the extension of mixed-use development along downtown's primary gateway corridors. The addition of the Mixed-Use category represents a more flexible approach to development within the Town largely driven by the Town's desire to establish itself as a community of neighborhoods.*



*The continued renovation and reuse of existing structures within the downtown is strongly encouraged.*

## DOWNTOWN DISTRICT POLICIES:

### DD 1.1—CHARACTERISTICS

The Downtown District designation incorporates Erie's historic downtown commercial core also known as Old Town. The area, focused along Briggs Street between Cheesman and Moffat, and extending west to Holbrook Street between Cheesman and Wells, has a unique historic character and importance to the broader community. The area has traditionally consisted of a variety of civic, retail, commercial, and office uses in a compact, pedestrian-friendly setting central to the Town's historic residential neighborhoods.

### DD 1.2—INFILL AND REDEVELOPMENT

The Town will encourage infill and redevelopment that is in keeping with the historic character and scale of Erie's downtown. Infill and redevelopment should be designed in a manner that is sensitive to and reflects the character of the surrounding residential neighborhood. All infill and redevelopment will be required to comply with the Downtown Design Standards contained in the Unified Development Ordinance. Important design considerations include: building scale, mass, roof form, height, and orientation, parking location, lot coverage, architectural character, and landscape elements.

### DD 1.4—MIX OF USES

A mix of retail, restaurants, employment, commercial, office, and civic uses should continue to be encouraged in the downtown. Retail and restaurant uses should be encouraged at the street level to promote pedestrian activity. Residential uses above retail and restaurant uses are also encouraged to further increase the area's vitality. The area addressed by the 1999 *Wells Street "Old Town Center" Master Plan* should continue to be emphasized as the Civic Core of the downtown.

### DD 1.5—RENOVATION AND REUSE

The continued renovation and reuse of existing structures within the downtown, is strongly encouraged.

### DD 1.6—OUTDOOR SEATING

The provision of outdoor dining and seating areas along the sidewalk edge is strongly encouraged to create activity along the street and increase the overall vitality of the downtown. Outdoor seating areas should be located so as not to impede pedestrian circulation.

### DD 1.7—PARKING DESIGN AND LOCATION

New surface parking should be sited and designed in a manner that is compatible with the historic character of the downtown and its surrounding neighborhoods. To the extent feasible, off-street parking areas should be located to the side or rear of structures and should be screened with a low masonry wall and landscaping.



*New surface parking should be located to the side or rear of structures and screened with a low masonry wall and landscaping.*

## MIXED-USE POLICIES:

### MU 1.1—CHARACTERISTICS

Mixed-Use development provides a mix of residential, commercial, retail, and office uses in a compact, pedestrian-oriented environment. These areas should incorporate pedestrian-friendly design elements through management



of location, scale and orientation of parking facilities, driveways, connective sidewalks and trails, public plazas, and storefronts.

### MU 1.2—LOCATION

Mixed-Use Development may be located near the intersections of arterials and collector streets, but may also be used to provide a transition between commercial or employment centers and residential neighborhoods. It is also encouraged along the Briggs and Cheesman Street Corridors in downtown.

### MU 1.3—INTEGRATION OF USES

Mixed-use development can occur in two primary configurations – *Vertical Mixed-Use* or *Horizontal Mixed-Use*. *Vertical mixed-use* refers to the integration of two or more land use types within a building, occurring on different floors. A typical example of a vertical mixed use building would incorporate active uses, such as stores and restaurants, at the street level and residential or office uses on the upper floors. *Horizontal mixed-use* refers to a pattern where several types of uses or buildings are included, as part of a cohesive development in proximity to each other – but each building would contain its own separate use. Either pattern should be designed as a set of coordinated uses, with common off-street parking areas, strong pedestrian connections, and similar design features.

### MU 1.4—BRIGGS AND CHEESMAN STREET CORRIDORS

The Town will encourage a transition towards a more mixed-use pattern of development along the Briggs and Cheesman Street Corridors outside of the Downtown District in order to strengthen visual and physical linkages to the surrounding community. Mixed-use development in these locations should maintain a more residential character and scale that is compatible with the surrounding neighborhoods. The conversion of existing residences to lower-intensity non-residential uses such as small offices and live/work units will be encouraged, as these uses typically have reduced parking requirements and generate less traffic. Infill and redevelopment may occur at higher densities than exist today, but should be designed to be compatible with existing front setbacks, average building heights, etc.

### MU 1.5—GATEWAY CORRIDORS

Mixed-use development located along an identified gateway corridor will be subject to additional development standards as specified in policy CCD 1.5, Community Character and Design.

## COMMERCIAL

### BACKGROUND AND INTENT

*Commercial uses are intended to provide concentrated nodes of community services. The Future Land Use Plan Map identifies three types of commercial uses based upon the location and intensity of the center: **Regional Commercial, Community Commercial, and Neighborhood Commercial**. Policies for each type are provided below along with several generally applicable policies for all commercial uses. As there are limited commercial uses in Erie today, the Town is fortunate to have the opportunity to guide the location and form of these uses along its major gateway*



(Top) Vertical mixed-use; (Bottom) Horizontal mixed-use.

*corridors. To reinforce the Town's vision to become a community of neighborhoods, commercial uses will be located in compact activity centers as opposed to a linear, "strip" type of pattern as is typical in many more urbanized communities. Commercial uses will also be linked to and be sensitive to surrounding neighborhoods in terms of access and design.*

#### GENERAL COMMERCIAL POLICIES—ALL CATEGORIES:

##### C 1.1—CIRCULATION AND ACCESS

Clear, direct pedestrian connections should be provided through parking areas to building entrances and to surrounding neighborhoods or streets. Integrate main entrances or driveways with the surrounding street network to provide clear connections between uses for vehicles, pedestrians, and bicycles.

##### C 1.2—PARKING DESIGN AND LOCATION

Uninterrupted expanses of parking should be avoided. Parking areas should be broken into smaller blocks divided by landscaping and pedestrian walkways that are physically separated from vehicular drive isles. Parking areas should be distributed between the front and sides of buildings, or front and rear, rather than solely in front of buildings to the maximum extent feasible. Parking facilities should also promote safe pedestrian, bike, and public transit modes of transportation through appropriate placement of landscaped islands and facilities.

##### C 1.3—ARCHITECTURAL CHARACTER

Commercial centers shall be required to meet design standards for commercial development as specified in the Unified Development Code to address the compatibility with surrounding areas and mitigation of negative visual impacts such as uninterrupted wall planes, parking areas, and service and loading areas. While design standards will apply to all Community Commercial development, they are particularly important to consider for larger footprint retail buildings, or "big-box" stores. Standards address such features such as:

- Façade and exterior wall plane projections or recesses;
- Arcades, display windows, entry areas, awnings, or other features along facades facing public streets;
- Location, distribution, and screening of parking;
- Building facades with a variety of detail features (materials, colors, and patterns);
- Location and screening of mechanical equipment; and
- High quality building materials.

##### C 1.4—GATEWAY CORRIDORS

Commercial centers located along an identified gateway corridor will be subject to additional development standards as specified in policy CCD 1.5, Community Character and Design.



(Top) Pedestrian connections and architectural character; (Bottom) Parking lot landscaping.

## REGIONAL COMMERCIAL POLICIES:

### RC 1.1—CHARACTERISTICS

Regional Commercial centers provide more intense retail and employment designed to serve the community or region, including general retail, retail with outdoor storage, “big box” retail centers, office campuses, and regional malls. Retail centers typically serve a market radius of 25 miles or greater. Sites will typically range between 20 and 50 acres in size and will have with Gross Leasable Areas ranging from 250,000 to more than 500,000 square feet. Given the importance of access and volume of traffic, Regional Commercial developments should incorporate connectivity in parking facilities to minimize ingress-egress traffic impact on arterial and collector streets.

High density residential uses are encouraged as a supporting use in in Regional Commercial areas to complement retail and employment uses and increase live-work options in Erie. Generally, residential uses should encompass no more than 30% of a planned Regional Commercial area. Residential uses may be vertically integrated with or adjacent to non-residential uses and should be planned as an integral component of the surrounding Regional Commercial development. Residential uses within Regional Commercial areas should be consistent with the policies for Urban Residential, High Density Residential, and Mixed-Use development.

### RC 1.2—LOCATION

Regional Commercial centers are generally located at the intersection of a state or interstate highway and an arterial or at the intersection of two arterials, such as along the I-25, Highway 7 and Highway 52 corridors.

### RC 1.3—UNIFIED SITE DESIGN

A unified site layout and design character (buildings, landscaping, signage, pedestrian and vehicular circulation) shall be required and established for the center or campus to guide current and future phases of development. Building and site design should be used to create visual interest and establish a more pedestrian-oriented scale for the center and between out lots.

### RC 1.4—TRANSITIONS

Where large-scale commercial or employment uses abuts other land uses, particularly residential areas, buffering and transition space should be designed to minimize visual and noise impacts.

## COMMUNITY COMMERCIAL POLICIES:

### CC 1.1—CHARACTERISTICS

Community Commercial centers provide a mix of general retail (e.g. grocery stores, larger retailers) and commercial services in a concentrated and unified setting that serves the local community. These centers typically have a Gross Leasable Area of between 100,000 and 250,000 square feet and generally range between 10 and 20 acres in size. Centers located along the Highway 52 Corridor may be significantly smaller and may not necessarily include a major anchor as in other areas of the community.

### CC 1.2—LOCATION

Community Commercial centers should be located at the intersection of one or more major arterial streets. They may be located adjacent to urban



(Top) Regional commercial; (Bottom) Transition and connection to adjacent neighborhood.

residential neighborhoods and may occur along primary highway corridors as existing uses become obsolete and are phased out and redeveloped over time. Large footprint retail buildings (often known as “big-box” stores) shall only be permitted where adequate access can be provided.

### **CC 1.3—UNIFIED SITE DESIGN**

A unified site layout and design character (buildings, landscaping, signage, pedestrian and vehicular circulation) shall be required and established for the center to guide current and future phases of development. Building and site design should be used to create visual interest and establish a more pedestrian-oriented scale both within the center and to surrounding neighborhoods.

### **CC 1.4—ORGANIZATION OF USES**

Community commercial uses should be concentrated and contained within planned activity centers throughout the community. Within each activity center, complementary uses should be clustered within walking distance of each other to facilitate efficient, one-stop shopping, and minimize the need to drive between multiple areas of the center. Large footprint retail buildings or “big-box” stores should be incorporated as part of an activity center or node along with complementary uses. Isolated single store developments or linear “strip” developments are strongly discouraged.

### **CC 1.5—HIGHWAY 52 COMMERCIAL**

The Highway 52 corridor serves as an important gateway for the community both for the accessibility it provides and for its visual character. Community Commercial development that occurs at the intersection of Highway 52 and each of the intersecting north/south roadways should be clustered to help preserve the rural character of the corridor, additional development criteria will be applied as follows:

- Development shall be concentrated in compact activity centers;
- Areas surrounding activity centers shall maintain a rural, open space, or agricultural character;
- Development located within the 100-year floodplain shall be subject to increased development standards to minimize its visual and environmental impacts, including:
  - Limits on impervious coverage;
  - Use of plant materials characteristic of the surrounding floodplain;
  - Parking location and design; and
  - Storm water runoff and capture.
- Development along the corridor adjacent to designated commercial areas shall be carefully planned in coordination with commercial areas to ensure that a linear “strip-like” appearance is avoided.

## **NEIGHBORHOOD COMMERCIAL POLICES:**

### **NC 1.1—CHARACTERISTICS**

Neighborhood Commercial centers are intended to provide a range of services, including supermarkets, restaurants, movie rentals, drycleaners, drugstores, filling stations, smaller specialty shops, retail and health services and business and professional offices, for residential areas. Neighborhood centers will vary in scale and character. Smaller, limited use centers may be



*Community Commercial—unified site design.*



fully integrated into the surrounding neighborhood and be accessed primarily by pedestrian or bicycle; while larger centers will function more independently, providing ample parking and numerous stores. Neighborhood centers may serve more than one neighborhood in order to maintain sufficient economies of scale.

### NC 1.2—LOCATION

Neighborhood centers should generally be located at the intersection of two arterial streets or a collector and an arterial street. However, smaller centers with limited uses may be appropriate within a residential area at the intersection of two collector streets, or at the intersection of a collector and a local street, provided they are designed to be compatible with the surrounding neighborhood.

### NC 1.3—SIZE

Neighborhood centers typically require a site of approximately 10 acres, but may vary, ranging from as small as 1-3 acres to as large as 15-20 acres depending on the size of its service area. Gross leasable area (GLA) typically ranges from 25,000 to 125,000 square feet.

### NC 1.4—ARCHITECTURAL CHARACTER

Neighborhood centers shall be designed to be compatible with the surrounding neighborhood. Building heights, materials, scale, and architectural detailing should reflect the character of the surrounding neighborhood.

### NC 1.5—TRANSITIONS BETWEEN USES

Attractive transitions should be provided between neighborhood centers and surrounding residences, while not limiting access between the center and the neighborhood for all modes of travel. Transitions can be accomplished by stepping down the height of taller structures to meet residences, providing landscape buffers or screening, or similar means. Walling off residential areas from neighborhood centers is strongly discouraged.



*Neighborhood Commercial.*

## EMPLOYMENT (BUSINESS/INDUSTRIAL)

### BACKGROUND AND INTENT

*The Future Land Use Plan Map identifies two types of Employment uses: **Business and Industrial**. Employment uses are intended to provide concentrated areas of high quality employment facilities for uses such as office headquarters, research and development facilities, and educational facilities, as well as locations for light manufacturing, warehousing and distribution, indoor and screened outdoor storage, airport-related industries, as well as a range of other existing heavy industrial services and operations.*

### BUSINESS POLICIES:

#### BI.1—CHARACTERISTICS

The Business land use designation is intended to provide concentrated areas of high quality employment facilities, such as corporate office headquarters, research and



development, and educational facilities in a planned, campus-like setting. Business developments may be incorporated into a master planned neighborhood, or located in close proximity to residential areas. Activities typically take place indoors, and outdoor storage or other more industrial types of uses are typically not permitted. This category may also include smaller office complexes consisting of a single building or several buildings that are not located within a typical business park setting. These smaller office complexes shall meet the intent of the policies within this section, to the extent that they apply.



*Business Employment.*

### **B 1.2—LOCATION**

Business uses should have direct access to existing or planned arterial and collector streets and should not rely on local or residential streets for access.

### **B 1.3—SITE LAYOUT AND DESIGN**

Business uses should be organized in a planned, campus-like setting that is heavily landscaped. Each development will vary based on site configuration and topographical or other constraints; however, in a campus-like setting, buildings should typically be arranged to form outdoor gathering spaces

### **B 1.4—UNIFIED ARCHITECTURAL CHARACTER**

Business parks should have a unified architectural character achieved through the use of similar features, such as rooflines, materials, colors, signage, landscaping and screening and other architectural and site layout details.

### **B 1.5—GATEWAY CORRIDORS**

Business parks located along an identified gateway corridor will be subject to additional development standards as specified in policy CCD 1.5, Community Character and Design.

### **B 1.6—COMMON AREAS**

Plazas and other common outdoor gathering spaces should be provided as part of the campus environment. Each development will vary based on site configuration and topographical or other constraints; however, in a campus-like setting, buildings should typically be arranged to form outdoor gathering spaces, such as quads, courtyards, patios, or seating areas for employees and visitors.

### **B 1.7—CIRCULATION AND ACCESS**

Building entrances, outdoor gathering spaces, and parking areas shall be linked with clear, direct pedestrian walkways.

### **B 1.8—OUTDOOR STORAGE**

The functions of Business uses should generally be completely contained within buildings. Accessory outdoor storage facilities typically should be of a limited nature and completely screened.

## **INDUSTRIAL POLICIES:**

### **I 1.1—CHARACTERISTICS**

The Industrial designation is intended to provide locations for light and manufacturing, warehousing and distribution, indoor and screened outdoor storage, airport-related



industrial, and a wide range of other industrial services and operations.

Several heavy industrial uses currently exist within the Town's Planning Area and typically involve more intensive work processes, manufacturing, and basic resource handling or extraction. New heavy industrial uses will generally be discouraged.

Zoning controls within an Industrial area are not as extensive as in the Business category and a broader range of uses is permitted, including those that involve extensive outdoor activities.

### **I 1.2—LOCATION**

Because of their potential environmental impacts, Industrial uses should generally be located away from population centers or must be adequately buffered. Industrial uses that generate significant noise should be located away from residential areas and must be in compliance with the Town's Noise Ordinance. Traffic generated by Industrial uses should not pass through residential areas. Sites should have access to one or more major arterials or highways capable of handling heavy truck traffic.



*Industrial Employment.*

### **I 1.3—SCREENING**

Storage, loading and work operations should be screened from view along all industrial area boundaries (when adjacent to non-industrial uses) and along all public streets.

### **I 1.4—AIRPORT COMPATIBLE LAND USES**

The suitability of Industrial uses within the environs of the Erie Municipal Airport shall be determined according to the Land Use Compatibility Guidelines contained in DRCOG's *Airport Compatible Land Use Design Handbook*.

## LAND USE PLAN

The Future Land Use Plan Map identifies locations where different land uses may occur within Erie's Planning Area during the next 10 to 20 years and where the Town would support the development of these uses (see Future Land Use Map, following page). Any possible future annexations by the Town would occur within this boundary, but enclaves of County land could remain within the area without being annexed.

The Future Land Use Map is not intended to provide specific land use designations for individual parcels. Instead, it establishes broad guidelines for land use patterns and should be applied in combination with the goals, guiding principles, and policies contained in the Plan. The Map is purposefully general in nature to allow for flexibility in the specific location and extent of each land use on development-by-development basis and should be used in conjunction with the goals and policies contained in this Plan. As such, land use "bubbles" in undeveloped areas of the Planning Area may be varied to respond to site specific features and the surrounding development context.

An important component of the Plan that is not clearly illustrated by the Map is to incorporate a system of "green infrastructure", an integrated network of trails and open space, into the urban environment. The Town's existing parks, open space, and trails system will continue to be expanded according to the 1997 Parks, Recreation, Trails, and Open Space Master Plan and any subsequent updates. As development occurs, each submittal will be expected to incorporate parks and open space as required within the Unified Development Code.

## GUIDELINES FOR ADJUSTMENT OF LAND USE PLAN MAP

The following guidelines should be used to help guide the refinement of Future Land Use Map "bubbles" as development occurs. The guidelines should be referred to by applicants prior to the preparation of a development submittal and by Town staff, elected and appointed officials as part of the development review process.

Proposed adjustments to the boundaries of a particular land use should demonstrate that the following criteria can be met:

- While the location and mix of various land use types proposed by the applicant's development plan may vary from those that are shown on the Town's Future Land Use Map, the overall average densities of the proposed development area must not exceed the densities that are illustrated on the Future Land Use Map and Land Use Category Descriptions;
- The location of proposed higher density uses is appropriate based on the character, type, and intensity of surrounding land uses and appropriate transitions to adjacent land uses can be provided according to the goals and policies contained in this Plan; and
- Proposed distribution and organization of uses on the site are consistent with the Town's Vision and Community Building Blocks, as contained in this Plan.

## LAND USE CATEGORIES

The land use categories contained in the Plan address several broad goals for Erie's Planning Area that emerged during the planning process, including the desire to encourage a more balanced mix of residential and non-residential uses within the community, a diverse range of housing types and densities, and a range of parks, open space, and recreational opportunities. A summary of the densities, types of uses, and characteristics of each land use category is provided in Table 1 beginning on page 4-16.

## AREAS OF SPECIAL CONSIDERATION

Three areas are identified on the Future Land Use Map as *Areas of Special Consideration*. These areas have been identified to acknowledge their importance as major community gateways and to acknowledge that an increased level of review and consideration will need to be placed on development proposals occurring within the areas identified, in terms of their uses and design. Specific policies for the areas defined along Highway 52 and Erie Parkway (WCR 8) are contained in Chapter 13, Community Character and Design and are also referenced in applicable sections of the Land Use Policies contained in this chapter. While guidance is also provided on other gateway corridors, the Areas of Special Consideration are largely undeveloped today—giving the community the ability to establish a unified character prior to development occurring in many cases.

The policies provide guidance on the following:

- **Erie Parkway**—landscape buffers, pedestrian connections, view protection, parking design and location, building orientation, fencing, and signage;
- **Highway 52**—Clustering of commercial development in compact activity centers, broad setbacks for residential development, and fencing;
- **County Line Road/Arapahoe Rd**—Landscape buffers, pedestrian connections, view protection, parking design and location, building orientation, fencing, signage, and transitions between urban intensity uses and existing rural residential neighborhoods and open space areas.

While the policies will serve as a guide, it may also be appropriate for the Town to establish more detailed land use, landscape, and urban design concept plans to establish a unified character for these important areas.

Table 1—Summary of Land Use Categories

RESIDENTIAL			
LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS
<b>Rural Residential</b>	Typically between 0-2 dwelling units per acre. However, lots in many existing rural subdivisions in the Planning Area exceed 1-acre.	<p><b>Primary Uses:</b> Single-family residential</p> <p><b>Secondary Uses:</b> Complimentary uses include parks, agriculture, and open space uses</p>	<ul style="list-style-type: none"> <li>▪ Rural residential areas consist of very low density single-family detached homes.</li> <li>▪ Location of units should be planned so as to minimize the need for additional infrastructure</li> <li>▪ Developed areas should be well-integrated into the existing transportation and open space corridors.</li> <li>▪ Access to these residences will be primarily along existing arterials.</li> </ul>
<b>Low Density</b>	Typical gross density of 2-6 dwelling units/acre, average gross densities will not typically exceed 4 dwelling units/acre.	<p><b>Primary Uses:</b> Single-family detached homes, single-family attached homes, townhomes, condominiums, patio homes and apartments.</p> <p><b>Secondary Uses:</b> Neighborhood scale uses such as churches, schools, parks, recreation, open space and civic uses, as well as retail, commercial, and office uses in a neighborhood setting.</p>	<ul style="list-style-type: none"> <li>▪ Low density residential areas will be primarily suburban-style developments.</li> <li>▪ Clustering of residential units is encouraged as a means of preserving open spaces and developments should be well-incorporated into the trails and open space system.</li> <li>▪ Access to these developments will be principally through collector streets.</li> </ul>
<b>Medium Density</b>	Typical gross density of 6-12 dwelling units/acre, average gross densities will typically not exceed 8 dwelling units/acre.	<p><b>Primary Uses:</b> Single-family detached homes, single-family attached homes, townhomes, condominiums, patio homes and apartments.</p> <p><b>Secondary Uses:</b> Complimentary uses include parks and recreation amenities. Neighborhood-based commercial activity, places of worship, schools, senior housing facilities and other civic uses could also be located along nearby arterial and collector streets.</p>	<ul style="list-style-type: none"> <li>▪ Medium density residential neighborhoods should contain a mix of housing types and recognizable community centers such as park/recreation and community commercial areas in a neighborhood setting.</li> <li>▪ Developments should contain connective green spaces that unify the development and provide transitions between other areas and uses.</li> <li>▪ Site design should allow for and encourage the use of alternative travel modes.</li> </ul>

<b>High Density</b>	Typical gross density of 12-20 dwelling units/acre, average gross densities will not typically exceed 16 dwelling units/acre.	<p><b>Primary Uses:</b> Single-family detached homes, single-family attached homes, townhomes, condominiums, patio homes and apartments.</p> <p><b>Secondary Uses:</b> Complimentary uses include parks and recreation amenities, neighborhood-based commercial activity, business/employment centers, places of worship, schools, senior housing facilities and other civic uses.</p>	<ul style="list-style-type: none"> <li>High density residential neighborhoods are located in more urban/developed areas and allow for convenient access to work, service, and leisure destinations.</li> <li>Developments generally have shared parking and recreational facilities.</li> <li>Site design should encourage the use of alternative modes of travel.</li> </ul>
---------------------	---	--	---

MIXED-USE			
LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS/NOTES
<b>Downtown District</b>	N/A	<p><b>Primary Uses:</b> Typically includes a mix of civic, office, retail and service uses.</p> <p><b>Secondary Uses:</b> Open space and recreation.</p>	<ul style="list-style-type: none"> <li>Traditional downtown urban fabric with a compact, vibrant setting and a pedestrian-friendly scale.</li> <li>Unique historical character and importance to the broader community.</li> <li>Central to the Town's historic residential neighborhoods.</li> </ul>
<b>Mixed-Use</b>	N/A	<p><b>Primary Uses:</b> A mix of retail, office and residential uses.</p> <p><b>Secondary Uses:</b> Senior housing, open space and recreation, places of worship, public service and municipal buildings and other public uses are also appropriate.</p>	<ul style="list-style-type: none"> <li>Mixed-use developments provide residential opportunities with easy access to a variety of goods, services and employment opportunities.</li> <li>The mix of uses may be horizontal or vertical and will tend to have a more compact land use pattern.</li> <li>These areas should incorporate pedestrian-friendly design elements through management of location, scale and orientation of parking facilities, driveways, connective sidewalks and trails, public plazas, and storefronts.</li> </ul>



COMMERCIAL			
LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS/NOTES
<b>Regional Commercial</b>	Gross Leasable Area from 250,000 to more than 500,000 square feet will be typical.	<p><b>Primary Uses:</b> More intense retail and employment uses designed to serve the community or region, including general retail, employment (e.g. business parks), retail with outdoor storage, "big box" retail centers, and regional malls.</p> <p><b>Secondary Uses:</b> Up to 30% medium or high density residential is permitted as a secondary use. Open space and recreation, general commercial, places of worship, other public uses are also appropriate.</p>	<ul style="list-style-type: none"> <li>Regional Commercial centers are designated on the Future Land Use Plan along the I-25, Highway 7 and Highway 52 corridors.</li> <li>This land use type is generally located at the intersection of a highway and an arterial or at the intersection of two arterials, serving a market radius of 25 miles or greater.</li> <li>Given the importance of access and volume of traffic, regional commercial developments should promote connectivity in parking facilities to minimize ingress-egress traffic impact on arterial streets.</li> <li>Parking facilities should also promote safe pedestrian, bike, and public transit modes of transportation through appropriate placement of landscaped islands and facilities. Buildings should use quality materials and varied architectural elements to create visual interest and appeal.</li> <li>Where large-scale commercial and employment abuts other land uses, particularly residential areas, buffering and transition space should be designed to minimize visual and noise impacts.</li> </ul>
<b>Community Commercial</b>	Gross Leasable Area from 100,000 to 250,000 square feet will be typical.	<p><b>Primary Uses:</b> General retail to serve the community (e.g. grocery stores, larger retailers), local service providers and offices, but not intensive business or industrial activities.</p> <p><b>Secondary Uses:</b> Open space and recreation, places of worship, other public uses are also appropriate.</p>	<ul style="list-style-type: none"> <li>Retail centers to provide for shopping and service uses to serve the community.</li> <li>Site design should complement the uses and character of the surrounding area through attention to building materials, architectural details, landscaping, and convenient and safe circulation of both pedestrian and vehicular traffic.</li> <li>These commercial centers are generally located along or at the intersection of two arterial streets.</li> </ul>



<b>Neighborhood Commercial</b>	Gross Leasable Area from 25,000 to 125,000 square feet will be typical.	<p><b>Primary Uses:</b> Neighborhood Commercial centers are intended to provide a range of services, including supermarkets, restaurants, movie rentals, drycleaners, drugstores, filling stations, smaller specialty shops, retail and health services and business and professional offices, for residential areas.</p> <p><b>Secondary Uses:</b> Open space and recreation, places of worship, other public uses are also appropriate.</p>	<ul style="list-style-type: none"> <li>▪ Neighborhood centers to provide for shopping and service uses to serve the immediate and surrounding neighborhoods.</li> <li>▪ Site design should complement the uses and character of the surrounding neighborhood area through attention to building heights, materials, architectural details, landscaping, and convenient and safe circulation of both pedestrian and vehicular traffic.</li> <li>▪ Generally located along or at the intersection of two arterial streets or at the intersection of a collector and an arterial street;</li> <li>▪ Smaller centers with limited uses may be appropriate within a residential area at the intersection of two collector streets, or at the intersection of a collector and a local street, provided they are designed to be compatible with the surrounding neighborhood.</li> </ul>
--------------------------------	---	---	---

## EMPLOYMENT (BUSINESS/INDUSTRIAL)

LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS/NOTES
<b>Business</b>	N/A	<p><b>Primary Uses:</b> Business office space, research and development facilities, lower intensity commercial activities.</p> <p><b>Secondary Uses:</b> Open space and recreation, places of worship, and other supporting public uses and facilities are also appropriate.</p>	<ul style="list-style-type: none"> <li>▪ These business park employment centers should be located near medium- and high-density residential areas to allow for live-work opportunities.</li> <li>▪ Site design should incorporate pedestrian-friendly elements to promote the safety and convenience of alternate modes of travel.</li> <li>▪ Appropriate design and buffering should also ensure compatibility with adjacent uses through architectural and landscaping elements.</li> </ul>
<b>Industrial</b>	N/A	<p><b>Primary Uses:</b> Industrial land uses such as warehousing, distribution, fabrication facilities and light manufacturing.</p> <p><b>Secondary Uses:</b> Offices, Public/Quasi Public uses, commercial business services,</p>	<ul style="list-style-type: none"> <li>▪ These uses are typically separated from lower intensity uses, particularly residential land uses.</li> <li>▪ Transitions in land use from industrial areas should be appropriately buffered and particular attention should be paid to screening views of such sites.</li> </ul>

		accessory commercial services related to the airport, and open space.	
--	--	---	--

PUBLIC AND OPEN SPACE LAND USES			
LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS/NOTES
Public/Quasi-Public	N/A	<p><b>Primary:</b> Schools, government offices, community centers, fire stations, airport, libraries, hospitals, cemeteries, churches, and other places of worship. Also include facilities needed for essential public services such as electrical substations, water and wastewater facilities, and other similar uses.</p>	<ul style="list-style-type: none"> <li>Provided by the City, County, special districts, or by a quasi-public organization.</li> <li>Note: Churches are also an acceptable use in residential and some commercial areas.</li> </ul>
Parks and Open Space	Varies by type of facility and location.	<p><b>Primary:</b> Publicly dedicated parks, open space, trails, recreation areas, tot lots and golf courses.</p> <p><b>Secondary:</b> Public utilities or facilities may be appropriate.</p>	<ul style="list-style-type: none"> <li>Parks are lands of various sizes that are developed for the enjoyment of the outdoors by the public. They may have a predominantly natural landscape character or may be developed and urban, depending upon the nature of the site and its uses.</li> <li>Open space protects lands of significant value in order to maintain functioning ecological systems, protect natural or cultural resources, and protect the public from hazards. Open spaces shall be connected where possible to provide ecological habitat links and corridors for trails.</li> </ul>
Landfill	N/A	<p><b>Primary:</b> Active Landfill uses certificated by Weld County and the State of Colorado.</p> <p><b>Secondary:</b> Passive open space.</p>	<ul style="list-style-type: none"> <li>There are two landfill areas within the Erie Planning Influence Area; the Denver Regional Landfill, located in unincorporated Weld County, and the Republic Landfill, located within the Town of Erie municipal limits.</li> </ul>

PUBLIC AND OPEN SPACE LAND USES			
LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS/NOTES
Agriculture	N/A	<p><b>Primary:</b> Farming, ranching, and other agriculturally related uses.</p> <p><b>Secondary:</b> Very low density rural residential.</p>	<ul style="list-style-type: none"> <li>Current agricultural lands are located in the northern half of the planning area.</li> <li>These lands serve a vital role in defining the history and character of Erie and should be maintained, where viable, to serve as gateways and buffers, preserve vistas, and retain the desired character for the town.</li> </ul>
Airport	N/A	<p><b>Primary:</b> Airport and related business uses.</p> <p><b>Secondary:</b> Commercial uses are allowable near the Erie airport when compatible with Airport uses.</p>	<ul style="list-style-type: none"> <li>There are two small airports located in the Erie Planning Influence Area for use by small personal aircraft.</li> <li>The first is private, located within unincorporated Weld County in the Parkland Estates residential development, in the northeast quadrant of the planning area along WCR3.</li> <li>Erie Municipal Airport is a public airport, located within the Town limits just east of County Line Road in the south eastern area of the planning area.</li> <li>Both airports have designated runway approach and protection zones, and influence areas which are regulated by applicable Town of Erie and Federal Aviation Authority (FAA) regulations and guidelines.</li> </ul>

# Chapter 5: Growth Management

## BACKGROUND AND INTENT

*Growth brings a number of benefits to a community; however, it also brings a number of impacts and costs. To help balance these factors, the Town seeks to promote an urban development pattern that represents the sustainable use of land, energy and other resources by encouraging orderly, contiguous growth and minimizing single-use or low-density, dispersed development.*

### Goal #1— Sustainable Development Patterns

*Promote the sustainable use of land and other resources by encouraging orderly, contiguous growth and compact development.*



## POLICIES:

### GM 1.1—ENCOURAGE A BALANCED MIX OF RESIDENTIAL AND NON-RESIDENTIAL USES IN THE COMMUNITY

The Town will strive to achieve a more balanced mix of residential and non-residential uses to shift its emphasis away from a “bedroom” community.

### GM 1.2—COMPACT, NEIGHBORHOOD-ORIENTED PATTERN

The Town will strive to achieve a compact pattern of development focused in a series of interconnected, mixed-use neighborhoods.

### GM 1.3— CONTINUE TO PROVIDE A HIGH LEVEL OF PUBLIC SERVICES AND MAINTAIN EXISTING FACILITIES

Coordinate with internal Town service providers and other governmental organizations that provide services to Erie residents to ensure that existing and new neighborhoods have adequate services, and that existing public facilities are properly maintained to serve the needs of current and future residents.

### GM 1.4—INTERGOVERNMENTAL AGREEMENTS

The Town will continue to coordinate with adjoining communities and service providers on issues such as location of growth and development, provision of public facilities and services, conservation of natural resources, and to discourage sprawling rural residential development outside of defined growth areas. A complete list of current IGA's is provided beginning on page 5-5.

## Goal #2: Planning Area Boundary

*Identify areas for future expansion of the Town that can be serviced and are compatible with the Town and its systems. This area could include a combination of urban and rural development, open space, and other uses as appropriate.*

### POLICIES:

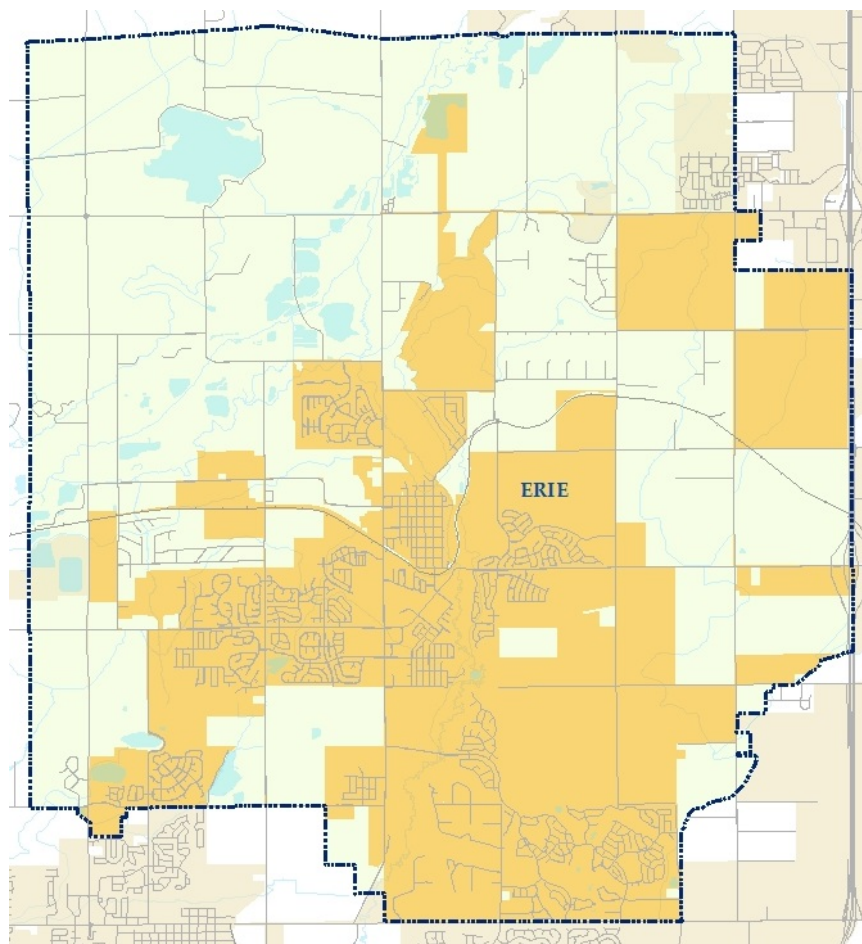
#### GM 2.1—CONSIDER BENEFITS AND COSTS OF ANNEXATION ON A CASE-BY-CASE BASIS

Consider the benefits and costs of annexation of undeveloped lands within Boulder and Weld County and existing enclaves of development on a case-by-case basis. Proposed annexations shall be considered where the following criteria can be met or demonstrated:

- **Location relative to the Town's Boundary.** The annexation should be a logical extension of the Town boundaries. The pattern of the proposed growth should extend outward from the existing Town limits in a logical, appropriately phased manner.
- **Mix and balance of proposed land uses and consistency with the Comprehensive Plan.** The annexation and proposed development should be consistent with the policies set forth in the Town's Comprehensive Plan and other policies as adopted.
- **Fiscal impacts of the proposed annexation.** The annexation and proposed development should have a demonstrated significant benefit to the Town. Tangible and intangible benefits that may be considered include: sales tax generation, employment base expansion, surplus water rights acquisition, unique open space or recreational amenities for the Town, housing opportunities for the elderly or other special populations, and utility or service upgrades or benefit to other areas of the Town.
- **Ability of the Town to provide facilities and services.** The annexation and proposed development shall be provided with adequate urban services, which are capable of being integrated into the Town's existing or planned utility, transportation, public safety, and general services system in a financially responsible manner.
- **Cost of providing facilities and services.** The fiscal impacts of extending and providing Town services for the life of the development will be weighed against the anticipated tax and other revenues generated from the proposed development. Necessary infrastructure improvements shall not be planned, constructed, or funded in such a manner as to impose an unreasonable level of public or private debt relative to realistic build-out as based upon sound demographic and growth projections annually approved by the Town.
- **Benefit of proposed annexation outweighs negative impacts.** Existing urban density development currently zoned within Boulder or Weld County and included in the Town's Planning Area shall be considered for annexation if the benefit to the Town outweighs any negative impacts.

## WHAT IS THE TOWN'S PLANNING AREA BOUNDARY?

The Planning Area Boundary identifies the area in which Erie wishes to influence land use decisions, and asks other jurisdictions to recognize Erie's right to do so. The map below illustrates the relationship between Erie's incorporated boundary (represented by the area shaded in orange) and its Planning Area Boundary (represented by the area shaded in green).



### GM 2.2—NON-DEVELOPMENT ANNEXATIONS

Annexations may be pursued by the Town for purposes other than urban development, such as securing land use control over areas identified as open space by the Comprehensive Plan, or providing for future urbanization of an area in a manner that is compatible with the Town's Comprehensive Plan.

Development will only be allowed in areas where it can be adequately supported by critical public facilities and services such as water, wastewater, storm drainage, transportation, and fire and emergency services.





### **GM 2.3—PHASING OF DEVELOPMENT**

Comprehensive phasing plans should be submitted and approved in conjunction with any new or amended planned unit development, development plan or annexation agreement. Phasing plans should respond to existing and planned infrastructure needs.

### **GM 2.4—RURAL DEVELOPMENT OUTSIDE OF TOWN BOUNDARY**

Areas outside of the Town Boundary not planned for urban development should be maintained as very low density living areas, open space, agricultural activities and other uses compatible with the intent of the Comprehensive Plan. The Town will continue to work with Boulder and Weld Counties to coordinate efforts to manage rural development located outside the Town Boundary and within the Planning Area, so that it does not impede future urban growth in areas identified in the Comprehensive Plan as having future potential for urban development.

### **Goal #3: Fair Share Approach to Cost of Growth**

*Ensure that development will pay its fair share of the costs to provide needed facilities and services.*

#### **POLICIES:**

### **GM 3.1—PROVISION OF FACILITIES AND SERVICES**

New development will be required to pay its fair and proportionate share of the cost of services.

## EXISTING INTERGOVERNMENTAL AGREEMENTS (IGA'S)

### ERIE/ST. VRAIN VALLEY SCHOOL DISTRICT IGA (2011-2021)

This agreement, effective from June 8, 2011 to June 8, 2021, provides both the town and the school district with clearly stated responsibilities concerning fair contributions for public school sites. The district agrees to place new school sites according to the town's plan and the town agrees to refer to the district regarding all residential land development in the attendance area to ascertain the adequacy of school sites and facilities. The agreement also includes policies and procedures for exemptions, notice, governing law, severability, financial obligations, and other topics.

### ERIE/ BOULDER VALLEY SCHOOL DISTRICT RE-2 IGA (2011-2021)

This agreement, effective from June 28, 2011 to June 28, 2021, provides both the town and the school district with clearly stated responsibilities concerning fair contributions for public school sites. The district agrees to place new school sites according to the town's plan and the town agrees to refer to the district regarding all residential land development in the attendance area to ascertain the adequacy of school sites and facilities. The agreement also includes policies and procedures for exemptions, notice, governing law, severability, financial obligations, and other topics.

### BROOMFIELD/ ERIE IGA (2009)

Established in November of 2009, the Broomfield/Erie IGA is a joint resolution pertaining to annexations of certain properties in Weld County between the Town of Erie and the City of Broomfield. The Agreement contains provisions for:

- **Joint planning**—as part of the agreement, Erie and Broomfield agree to incorporate the Joint Planning Area (shown in the accompanying map of the document) in Broomfield's sub-regional planning project currently in progress, thus creating a Joint Plan for the area.
- **Annexation**—Limits of annexation are established, and provides acceptable annexation actions pursuant to the joint plan.
- **Open space**—This agreement details the inclusion of an open space buffer and corridor between the municipalities in the sub regional plan, as well as details to its location, acquisition, and improvement.
- **Revenue sharing**—Broomfield agrees to share the tax revenues for the future development of specific areas within the area of this agreement with Erie.

### DACONO/ERIE IGA (2005)

Established in March 2005 and amended in June 2013, the Dacono/Erie IGA is a coordinated planning agreement between Dacono and the Town of Erie. Its intent is to provide a comprehensive development plan applicable to the parties above, and contains provisions for its implementation, enforcement, amendment, and termination. It specifically provides development definitions and procedures for the approval or disapproval of development applications.

# Chapter 6: Natural Resources and Environment

## BACKGROUND AND INTENT

*Erie contains a range of valuable natural resources that contribute to its visual quality and character, provide valuable wildlife habitat, and provide connections to other open space corridors in the region. Areas of primary significance include the Coal and Boulder Creek corridors; however, a thorough Natural Areas Inventory needs to be conducted to ensure that less visible areas are documented and preserved.*

### Goal #1: Protect Sensitive Areas

Preserve environmentally sensitive areas from development.

## POLICIES:

### NRE 1.1— MAINTAIN A NATURAL AREAS INVENTORY

The Town will maintain the Natural Areas Inventory which identifies environmentally sensitive areas located within the Planning Area. The inventory will continue to serve as a guide for Town staff to identify priority areas for protection as development occurs.

### NRE 1.2— CONSERVE MATURE TREES

Erie contains a large number of mature trees that add character to the community and provide habitat for wildlife. The Town supports the conservation of mature trees (i.e., trees greater than 4-inch caliper) and native species to the extent possible and encourages the incorporation of these features as amenities in future neighborhoods. Invasive species will not be preserved.

### NRE 1.3—DISCOURAGE DEVELOPMENT IN SENSITIVE OR HAZARD AREAS

The Town will discourage developments where a significant risk to life and property exist, as in areas of floodplain, geologic hazard, unstable soils, undermined areas, and steep slopes in accordance with the recommendations of the Colorado Geologic Survey, FEMA, and the Office of Mined Lands.



(Top) Natural Area north of Hwy 52;  
(Bottom) Successful integration of existing mature trees into a new residential neighborhood.



(Top) Prominent views of the Front Range are visible in many areas of the community; (Bottom) one of many oil and gas wells located in Erie's Planning Area.

## Goal #2: Incorporate Natural Features

*Encourage the incorporation of open space into new development in a variety of forms, including: freestanding parcels, corridors, buffers, and linkages.*

### POLICIES:

#### **NRE 2.1— MINIMIZE DISRUPTION TO NATURAL FEATURES**

New development should be planned to have the least amount of disturbance to landforms and natural areas (i.e., areas that support the continued existence of geological, ecological or other natural features). The Town will encourage setbacks and buffers between development and natural features.

#### **NRE 2.2— MAINTAIN SIGNIFICANT VIEWS**

The Town will seek to preserve the visual character of the community through the protection of important viewsheds within the community. Viewsheds should be identified as part of the site planning process and development organized to preserve them to the extent feasible. Key areas to be considered include, but should not be limited to, those areas that contain the most varied topography, such as major landforms and hilltops visible from community gateways and corridors.

## Goal #3: Environmentally Sensitive Design

*Promote environmentally sensitive design that minimizes the use of and impacts to renewable and non-renewable resources*

### POLICIES:

#### **NRE 3.1—ATTRACT CLEAN, NON-POLLUTING LAND USES**

The Town will strive to attract clean and non-polluting land uses the community.

#### **NRE 3.2—FOLLOW WATER CONSERVATION PRINCIPLES**

The Town will encourage conservation of water resources in the landscape through the use of xeriscape principles (i.e., where landscapes are designed with drought-tolerant plants in low water zones as well as fully irrigated zones) and the use of non-potable water for landscape irrigation.

#### **NRE 3.3—SETBACKS AND DESIGN OF OIL AND GAS WELLS**

The Town will continue to ensure that new development is setback from oil and gas wells for safety reasons and will seek ways to make these buffered areas as attractive and useful as possible. The design (i.e., color, profile, and screening) of oil and gas wells will be subject to standards set forth by the Town.

#### **NRE 3.4— MITIGATE RESOURCE EXTRACTION IMPACTS**

The Town will continue to ensure that mineral resource extraction is adequately mitigated to reduce impacts on surrounding development and that reclaimed areas are designed to provide opportunities for recreation and wildlife habitat.

### **NRE 3.5—UNDERMINED AREAS**

Development should not be permitted over undermined areas unless risks can be mitigated. Portions of the site deemed to be undevelopable due to the effects of undermining should be integrated as part of an overall open space network.

### **NRE 3.6—SUSTAINABLE DESIGN**

The Town will encourage development that incorporates the principles of sustainable design and that reduces energy and resource consumption and impacts on the environment, by:

- Minimizing resource consumption, energy use, and water use;
- Using renewable energy sources and locally produced materials;
- Minimizing use of toxic products, pesticides, herbicides, and chemicals; and
- Utilizing technological resources and standards such as LEED™ (Leadership in Energy Efficiency and Design), BuiltGreen Colorado™, US Department of Energy's Building America program, Energy Star, and other standards for energy efficiency.

# Chapter 7: Parks, Recreation and Trails

## BACKGROUND AND INTENT

*Erie adopted its first Parks, Recreation, Trails, and Open Space Master Plan in 1997, and an updated Parks, Recreation, Open Space & Trails Master Plan was adopted in 2010. The Town should continue to build on the successes of its existing parks, recreation, and trails facilities and to expand the types of facilities and services it provides. A particular emphasis needs to be placed on providing a range of parks, recreation, and trail facilities that serve residents of all ages and abilities and that are accessible from a variety of locations within the community.*

### Goal #1: Balanced Parks and Recreation System

*Provide strategically placed parks and recreation facilities to serve Erie residents and visitors.*

## POLICIES:

### PRT 1.1—PARK CHARACTERISTICS

Parks help provide opportunities for active and passive recreational within the community. They reinforce a sense of community by providing places for members of the community to gather and interact and also enhance a community's image and quality of life. As outlined in the *Parks, Recreation, Trails, and Open Space Master Plan*, the Town's park system will include the following:

- **Pocket Parks** – Pocket parks are small parks that are provided by the developer of a subdivision and maintained by the development. They provide opportunities for passive outdoor recreation at a sub-neighborhood scale. They are ideally located within ¼ mile of the residences they are intended to serve and may include lawn areas, picnic shelters and tables, play equipment, artwork or other amenities that are appropriate for the demographics and types of activities that the neighborhood may desire. Pocket parks should be:
  - ¼ to 2 acres in size;
  - Centrally located within or to neighborhood(s) served;
  - Bordered on at least two sides by public streets to provide easy public access, visual surveillance, and parking; and
  - Accessible from the surrounding neighborhoods using sidewalks and/or trails.



(Top) Erie Community Center; (Bottom) Neighborhood park.



- **Neighborhood Parks**—Neighborhood parks provide places for informal recreation and gathering places within walking distance of most residences (1/2 mile). May include multi-use lawn areas, picnic areas, playground equipment, small court games, community gardens, and recreational fields and facilities as appropriate. Neighborhood parks should be:
  - Minimum of 7 acres size;
  - Centrally located within or to neighborhood(s) served;
  - Bordered on at least two sides by public streets to provide easy public access, visual surveillance, and parking; and
  - Accessible from the surrounding neighborhoods using sidewalks and/or trails.



*Community parks serve multiple neighborhoods and focus on the recreational needs of the whole community.*

- **Community Parks**—Community parks serve multiple neighborhoods (typically within 1 to 1 ½ miles) and focused on the recreational needs of the whole community. They provide opportunities for self-directed and programmed recreational activities as well as community events and gatherings. Community parks should be:
  - A minimum of 30 acres in size;
  - Sited in an area level enough to accommodate play fields or recreational facilities as needed;
  - Maintain a balance between programmed sports facilities and other community activity areas, such as performance areas, festival spaces, gardens, water features, etc. that have broad appeal to the community;
  - Accessible from a collector or arterial street; and
  - Integrated into the Town's trail system.

### **PRT 1.2— UPDATE PARKS, RECREATION, TRAILS, AND OPEN SPACE MASTER PLAN**

The Town will periodically update the existing *Parks, Recreation, Open Space and Trails Master Plan* as an element of the Town's Comprehensive Plan.

### **PRT 1.3— PARK DEDICATION REQUIREMENTS**

A minimum of 8.5 acres of park land per 1,000 residents should be provided in the form of pocket, neighborhood and community parks. The distribution of this land should be as follows:

- Pocket Parks – 0.5 acres per 1,000 residents – developed and maintained by the neighborhood.
- Neighborhood Parks - 3 acres per 1,000 residents
- Community Parks – 5 acres per 1,000 residents

Parks should be developed as integral parts of other public facilities such as schools where possible to avoid duplicating services.

### **PRT 1.4—VARIETY OF PARKS AND RECREATION FACILITIES**

The Town will ensure that its parks and recreation facilities provide an adequate range of active and passive recreational opportunities to meet the needs of a wide array of citizens. Special emphasis should be placed on ensuring that residents have access to neighborhood parks within walking distance of their homes.

**PRT 1.5—CENTRALLY LOCATED COMMUNITY FACILITIES**

Centrally locate recreation centers and other facilities that serve large numbers of people on sites with visual and vehicular access from major roadways, direct trail connections and provisions for future transit. Coordinate the location of parking trailheads with transportation master plans to ensure that they are provided in an adequate frequency to reduce driving distances. Size Neighborhood Parks adequately to accommodate use for practices by local youths.

**PRT 1.6—CONNECTED COMMUNITY THROUGH THE PARKS, TRAILS AND RECREATION SYSTEM**

Provide a community-wide primary trail system that connects major destinations and provides opportunities for trail loops with areas of interest along the route. Use road rights-of-way for trails only in the absence of other corridors. Connect Community Parks and major recreational facilities with a primary off-street trail system and open space corridors where feasible. Connect Neighborhood Parks to the primary trail system with on-street bike lanes, pedestrian walkways and secondary off-street trails. Provide frequent pedestrian and bicycle trailhead access from adjacent neighborhoods.

**Goal #2– Sustainable Parks, Trails and Recreation System**

*Integrate the community's social, environmental and economic goals within all aspects of the provision of parks, trails and recreational services.*

**POLICIES:****PRT 2.1—ENVIRONMENTAL CONSIDERATIONS**

Locate, design, construct and maintain parks, trails and recreational facilities in a manner that minimizes local, regional and global environmental impacts. Examples include, but are not limited to: maintaining functioning hydrologic and ecologic systems; using salvaged or eco-friendly materials, renewable energy sources, and native or adapted, non-invasive plant species; and reducing energy use, water use, chemical use, material quantities and transportation distances associated with materials. Mitigate impacts where feasible. Consider operations and maintenance costs during the design phase and shift financial resources forward to capital construction if long term benefits are possible, or costs are reduced through environmentally responsible design.

**PRT 2.2—SUPPORT THE LOCAL ECONOMY**

Consider opportunities for local and regional companies to provide complementary services on public property to activate spaces and to integrate residents' daily routines into outdoor and indoor leisure-time activities. Examples include, but are not limited to: food and beverage vendors, recreational equipment rental, recreational instruction, entertainment, book sales, markets and other uses that enhance the vibrancy of the public space and its intended use.

**PRT 2.3—INTEGRATED PLANNING AND DESIGN**

Design neighborhoods and projects that integrate parks, trails and recreational facilities with land use, utility infrastructure and transportation systems.

## Goal #3: Trails System

*Provide for an extensive network of trails open to all types of non-motorized travel that links neighborhoods to other areas in the community and region.*

### POLICIES:

#### PRT 3.1—TRAIL CHARACTERISTICS

Trails provide off-road linkages for all types of non-motorized travel within and between the following: neighborhoods, businesses, community services, future mass transit stops, parks and open space, and publicly accessible open space and park areas. In addition, trails serve the following functions for the Town's residents:

- Promote health and physical fitness;
- Provide leisure opportunities;
- Promote stress reduction; and
- Increase awareness, understanding and appreciation of open space values and functions.



*Multi-use trail connecting open space to surrounding neighborhood.*

#### PRT 3.2—COORDINATION OF REGIONAL TRAILS NETWORK

The Town will continue to coordinate with Boulder and Weld Counties and nearby jurisdictions to plan and develop a regional trail network.

#### PRT 3.3—CONNECTIVITY OF TOWN TRAILS SYSTEM

The Town will encourage and facilitate the development of an interconnected network of trails that serves the entire community and provides connections to regional trail systems, such as the Colorado Front Range Trail.

#### PRT 3.4—TRAIL LOCATION & DESIGN CRITERIA

The Town will use the following criteria when evaluating potential trail facilities:

- **Location**—To the extent possible, trails should be located, configured, and set back from natural creeks or water bodies so that recreational use will not significantly impact native plant and animal habitat.
- **Alignment**—Trails should be generally sinuous in nature, avoiding overly long and straight runs greater than 300 feet.
- **Width**—Spaces used to accommodate trails should generally be no less than 3 times the width of the trail and shall accommodate development of Americans with Disabilities Act (ADA) compliant trails.

# Chapter 8: Open Space

## BACKGROUND AND INTENT

*“Open space” is defined as:*

*Protected lands of significant value that are conserved in their natural state, restored, or improved with appropriate native landscaping to retain a natural or natural-appearing condition, or conserved in quality agriculture.*

*Broad views and rolling agricultural lands are abundant and contribute significantly to Erie’s character; however, many of these lands are planned for future development in the Comprehensive Plan. In addition to parks, recreation, and trails, open space should be seen as a means to help direct growth, maintain rural character, and provide opportunities for education, wildlife protection and observation, hiking, and other passive and recreation activities for existing and future Erie residents.*

*The benefits of preserving and enhancing open space areas are many. Maintaining functioning ecological systems, protecting scarce natural or cultural resources and providing high quality experiences within a natural environment are accomplished through protection of open space areas. Breaks between urban environments may also form edges to neighborhoods or communities, provide places for local agriculture to continue, preserve long distance views and Erie’s rural character. This land will ensure Erie’s open and rural intent, set forth in this document for the near and distant future.*

*Interactions with other people, physical activity, understanding history and culture, and experiences in the outdoor natural environment are essential to human health and well-being. Open space (along with parks, trails and recreational facilities, which are addressed in the previous Chapter) provide critical settings for these experiences to occur.*



*Conservation of key open space lands in and around Erie will help protect the community’s rural character.*

### Goal #1: Establish an Open Space Program

*Conserve and maintain important open space lands in and around Erie.*

## POLICIES:

### OS 1.1— UPDATE OPEN SPACE MASTER PLAN

The Town will periodically update the existing *Parks, Recreation, Open Space and Trails Master Plan* which is integrated as an element of the Town's Comprehensive Plan.



### OS 1.2—FOCUS THE PURPOSE OF THE TOWN OF ERIE'S OPEN SPACE PROGRAM ON THE PROTECTION, MAINTENANCE AND MANAGEMENT OF OPEN SPACE THAT HAS SIGNIFICANT VALUE

Protect open space that fits the classifications and standards that are adopted by the Town. Only accept ownership and/or maintenance of open space properties that function as important community resources, or that preserve significant historic, cultural, archaeological, natural or agricultural lands or other features.

### OS 1.3—CONTINUOUS, PERMANENT, SYSTEM OF OPEN SPACE

The Town will use a variety of methods (both public and private) to facilitate the creation of a continuous, permanent, system of open space using natural features and manmade features such as preserved open space areas, drainages, streams, irrigation canals to the extent possible. The Coal and Boulder Creek corridors will serve as key elements of the Town's open space and trails network, along with their tributary drainage channels and the many irrigation ditches (Lower Boulder, FRICO, Community Ditch, etc.) located within the Planning Area. Additional open space of significant value should be identified and preserved during the subdivision or planned unit development process. Privately developed and maintained development common area may be provided as an amenity to residents, and should be designed to provide linkages within and between non-contiguous parks, environmentally sensitive and preserved open space areas, as well as neighborhoods and other development areas. Development common area is not considered open space of significant value unless it meets the criteria in the UDC as determined by the Town.



*Open space may serve a variety of functions ranging from rural/agricultural land preservation to the preservation of wetlands and riparian habitats.*

The current width and shape and other features of a naturally occurring corridor (such as a drainageway) should be preserved, in order to maintain their environmental integrity and avoid creating an "engineered" appearance. Link natural areas and habitat in corridors of adequate width to protect sensitive species and that allow for genetic diversity through species movement. Avoid creating island habitats that are inaccessible by both people and wildlife. Base decisions regarding land protection on defensible ecological, hydrological, hazards, cultural/historic resources and visual analysis data and mapping.

### OS 1.4— CHARACTERISTICS OF OPEN SPACE

Open space is characterized as undeveloped land that is permanently committed to be maintained in a natural or agricultural state and that serves one or more of the functions listed below.

- rural/agricultural land preservation;
- crop production and revenue;
- working, productive farms and ranches;
- protection of significant archeological, historic and cultural resources;
- aquatic, wetland and riparian habitat and buffers;
- waterfowl ponds and wetlands;
- hedgerows, feeding, cover, breeding, foraging and nesting habitat;

- preservation of native wildlife habitat and their migration and travel corridors;
- creation and preservation of pastoral-scenic views to mountains, plains, and agricultural lands;
- provides corridors and natural area destinations;
- provides passive recreational experiences and trails;
- provides environmental education opportunities;
- shapes growth;
- protects landmark topographic features;
- protects the public from natural and geologic hazards;
- provides visual and physical linkages between community resources.

### OS 1.5—VARIETY OF OPEN SPACE TYPES

Protect open space areas of all types that are of significant value. Balance the level of public use with the sensitivity of the resources and goals for protection of those resources. Select the appropriate protection method (e.g. land dedication and fee-simple ownership, conservation easement, lease, etc.) based on available funds, goals for protections and desired level of public use.

### OS 1.6—TYPES OF OPEN SPACE

Three distinct types of open space are defined below. Properties considered for dedication as open space should be evaluated for appropriateness according to the definitions and priorities below:

- **Unobstructed, Continuous Open Space**—Open space areas meeting the minimum acreage or requirements listed below where view corridors/scenic views, wildlife corridors and patches of land are not encumbered or are minimally obstructed by overhead utility lines, built structures or paved surfaces (other than trails). This type of open space is the most desirable, given highest priority, and viewed as the most favorable condition if it adjoins or is contiguous with other unobstructed open space and parks, and formulated on existing natural or potentially restorative natural features, including landforms containing native prairie, range land, riparian, wetland and aquatic habitat, and significant geologic features. The dedication of this open space by the development community or for acquisition by the Town will be of the highest priority and be more strongly encouraged than open space dedications that do not meet these parameters, open space requirements, minimum acreages, or are obstructed.
- **Obstructed or Fragmented Open Space**—Obstructed open space refers to areas that contain impediments to wildlife and pedestrian travel, or are inhibited or fragmented by man-made structures or constructs such as roads, fences or buildings. This type of open space may be dedicated to the Town if determined to have high preservation values as determined by the Town. The Town will place a priority on the preservation of lands identified as part of the Natural Areas Inventory when evaluating potential open space areas for dedication.
- **Agricultural Open Space**—Those open space areas that are either obstructed or unobstructed that meet the minimum acreage requirement and provide cultural/historical resources and/or seasonal wildlife habitat, including grain fields, hedgerows, non-native mature trees that provide nesting or roosting habitat and farm structures proving the same. Farm ponds within agricultural open space that



*Coal Creek Open Space.*



provide wetland and riparian habitat are included in this category if surrounded by cultivated/barren land.

#### **OS 1.7—AVOID PUBLIC OWNERSHIP OF SMALL, LOW VALUE LANDS**

Undevelopable/Unusable Land— Those areas left over after site design/development that do not provide functional open space for scenic views, recreational, or wildlife use, including unusable slivers or pieces of land used solely for linear storm drainages (other than storm drainage areas designed for dual use, such as recreation and drainage), irrigation canals/ditches, utility corridors, development monuments, or are left over and isolated by roadway alignments or lot layouts. This category shall not be included or credited toward the minimum open space percentages or required acreages.

Although this type of land may be provided in a development proposal, undevelopable and unusable land will not be accepted as open space or maintained by the Town unless it is determined to have high preservation values as determined by the Town. The Town will place a priority on the preservation of lands identified as part of the Natural Areas Inventory when evaluating potential open space areas for dedication.

#### **OS 1.8—OPEN SPACE LEVEL OF SERVICE GOAL**

The Town aspires to provide a total level of service of 71 acres per 1,000 population, based on the open space vision shown on the Future Land Use Map and the projected ultimate build-out population. A significant portion of this land has been preserved already through various means, and the remaining lands to be preserved result in a remaining target of 17 acres per 1,000 residents for the additional people who do not yet live in Erie. This target is not intended to be met through land dedication or fee-in-lieu requirements entirely, but rather will need to be met using a combination of available tools.

The Town's level of service goal will be reviewed and updated as needed following the adoption of an Open Space Master Plan, as referenced in OS 1.1, above.

#### **OS 1.9—OPEN SPACE DEDICATION CRITERIA**

The Town will use the following criteria when evaluating potential open space dedications associated with new development:

**Minimum Size and Location**—Minimum size and locational requirements will be established to ensure that open space lands are contiguous to the greatest extent possible, and have significant value for the community and their intended purposes.

**Restoration Requirements**—Standards for the restoration of disturbed natural lands to be dedicated as open space will be established.

#### **OS 1.10—LEVERAGING OF AVAILABLE OPEN SPACE FUNDS**

To fully leverage funding provided by the 2004 Open Space Ordinance, the Town will seek supplemental state and federal funding, including Great Outdoor Colorado (GOCO) funds, Land and Water Conservation Funds (L&WCF), TEA-21 Recreational Trails funds and private donations and grants to advance the goal of conserving and connecting open space.

## Goal #2 – Sustainable Open Space System

*Integrate the community's social, environmental and economic goals within all aspects of protecting, maintaining, providing public access to and managing open space.*

### POLICIES:

#### **OS 2.1—ENVIRONMENTAL CONSIDERATIONS**

Locate, design, construct and maintain open space and constructed facilities in a manner that minimizes local, regional and global environmental impacts. Mitigate impacts where feasible. Consider operations and maintenance costs during the design phase and shift financial resources forward to capital construction if long term benefits are possible, or costs are reduced through environmentally responsible design.

#### **OS 2.2—INTEGRATED PLANNING AND DESIGN**

Design improvements in a manner that integrates trails, recreational activities, land use, drainage and utility infrastructure, and transportation systems into the decision-making process. Consider open space values in the design of neighborhoods and projects, and protect significant resources.

#### **OS 2.3—SUSTAINABILITY EDUCATION**

Incorporate educational features and accommodate programs and volunteer participation in the design, management and maintenance of open space properties to increase understanding of and commitment to a sustainable future for Erie.

#### **OS 2.4—MAINTENANCE AND MANAGEMENT**

Abide by maintenance and design standards, and management plans for open space properties that Erie manages. Annually assess needed maintenance, restoration and renovation projects system-wide. Adapt management as needed to prevent overuse and irreparable damage to facilities and resources. Adequately staff and fund maintenance and operations, and adjust staffing levels to keep pace with the addition of properties to the system.

# Chapter 9: Public Facilities and Services

## BACKGROUND AND INTENT

*The availability of water, wastewater, fire protection and emergency management services, police protection, schools, parks and other utilities and services affects the safety and quality of life for residents and the economic stability of the Town. The Town will promote a development pattern that provides for long-term development needs, while achieving the cost-effective and efficient provision of infrastructure and public facilities.*

### Goal #1: Plan for Infrastructure Needs

*Direct urban development into areas where basic services such as sanitary sewer, potable water, and emergency services can be efficiently, safely, and economically provided, while maintaining and enhancing the quality of services to existing areas within the Town.*



*Adequate public facilities must be in place or planned for within a reasonable time of the start of new development.*

## POLICIES:

### **PFS 1.1— CONTINUE TO PROVIDE A HIGH LEVEL OF PUBLIC FACILITIES AND MAINTAIN EXISTING FACILITIES**

Coordinate with Town Public Works/Finance Departments and other governmental organizations that provide services to Erie residents to ensure that existing and new neighborhoods have adequate services, and that existing public facilities are properly maintained to serve the needs of current and future residents.

### **PFS 1.2— REQUIRE ADEQUATE PUBLIC FACILITIES AT THE TIME OF DEVELOPMENT**

Ensure that adequate public facilities are in place or planned for within a reasonable time of the start of new development.

### **PFS 1.3—CONSERVE WATER RESOURCES**

Erie will strive to conserve its water resources by increasing public awareness of water conservation techniques and by encouraging and rewarding water conservation efforts.



*The Town will work closely with area school districts to ensure that future school sites are identified.*

#### **PFS 1.4—COORDINATE WITH SCHOOL DISTRICTS**

The Town will work closely with the Boulder Valley and St. Vrain Valley School Districts to ensure that general locations for future school sites are refined, as more detailed neighborhood level planning occurs for the future growth areas identified in the Comprehensive Plan. In addition, the capacity of existing schools will also be considered as part of future development proposal reviews and approvals.

#### **Goal #2: Funding for Infrastructure and Services**

*Equitably distribute the cost for urban services over the areas that enjoy the benefit of such services and among those entities responsible for extending such services.*

#### **POLICIES:**

#### **PFS 2.1— REQUIRE NEW DEVELOPMENT TO PAY FOR INFRASTRUCTURE AND SERVICES OUTSIDE OF TOWN BOUNDARY**

The Town will not expand services and infrastructure to areas outside of the Town Boundary unless new development pays for the full cost (capital and operational) of expanding infrastructure and providing services.

# Chapter 10: Regional Coordination

## BACKGROUND AND INTENT

*Erie's Planning Area lies amidst a rapidly changing region and is being approached on all sides by adjacent communities. To ensure that the intent of the Comprehensive Plan is carried out, the Town should continue to foster coordination and cooperation with adjacent communities and other governing bodies in the region.*

### Goal #1: Regional Cooperation

*Foster coordination and cooperation between the Town and other cities, counties, and governmental agencies in the region.*

## POLICIES:

### RC 1.1— REGIONAL COORDINATION

The Town will coordinate its land use goals and policies with those set forth by other governmental agencies within the region and identify areas requiring ongoing collaboration and cooperation, including the DRCOG Metro Vision 2035 Plan and the potential commuter rail line along I-25.

### RC 1.2—INTERGOVERNMENTAL AGREEMENTS

The Town will work to maintain Intergovernmental Agreements already in place and continue to pursue new Intergovernmental Agreements with neighboring jurisdictions to address issues such as the location of future growth and development, the provision of public facilities and services, the conservation of natural resources, revenue sharing, and to discourage sprawling rural residential development outside of defined growth areas.

### RC 1.3— COORDINATION OF SERVICES

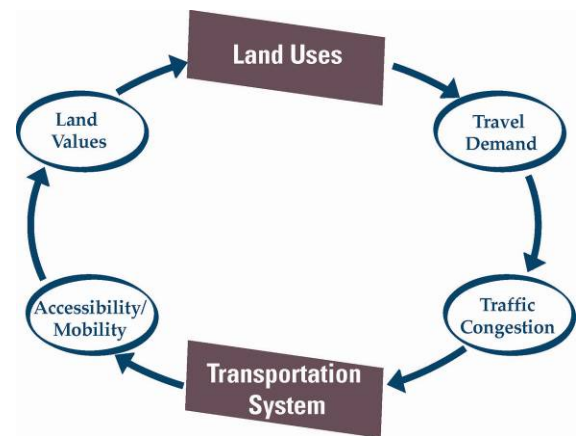
The Town will coordinate with internal service departments as well as with other governmental organizations that provide services to residents, such as the school districts, to ensure that existing and new neighborhoods have adequate services and school sites, and that existing public facilities are properly maintained to serve the needs of current and future residents.

# Chapter 11:

## Transportation and Mobility

### BACKGROUND AND INTENT

Erie's transportation system is envisioned as a multi-modal network of roads, bicycle lanes and paths, transit services, and pedestrian facilities that will support the planned land uses in the Town by providing mobility to residents and visitors. The Town is still relatively small in size but has room to grow with new residential and commercial developments and investments in public infrastructure. This presents a unique and fortunate situation for the Town because it provides an opportunity to develop the transportation system to modern standards and implement transportation improvements as growth occurs. This chapter describes the vision for Erie's roadway system, presents transit issues and opportunities, and discusses bicycle and pedestrian mobility.



The Town of Erie, other local governments such as Boulder and Weld Counties, state agencies like the Colorado Department of Transportation (CDOT), and regional agencies like the Regional Transportation District (RTD) and the Denver Regional Council of Governments (DRCOG) provide transportation facilities and services for different travel modes to, from, and within Erie. The definitions of two terms, multi-modal and intermodal, go a long way towards describing these facilities and services.

Multi-modal refers to the provision of travel mode options, including the automobile, bicycle, pedestrian, and transit. Although Erie's transportation system has historically been influenced primarily by the automobile and roadway improvements will continue to be needed, this is an exciting time for alternative travel mode choices in the Town. The passage of the FasTracks initiative and the North I-25 Environmental Impact Statement envision commuter rail transit service in the vicinity of the Town that will benefit Erie's residents. Bicyclists and pedestrians will benefit from off-street path facilities and modern design standards. These multi-modal transportation options will provide an alternative to





*automobile travel, resulting in reduced roadway congestion, better air quality, and improved quality of life through mobility choices.*

*Intermodalism refers to the connections between modes. The basic concept of intermodalism is to provide a seamless transportation system that facilitates easy and efficient movements between modes. With new opportunities for alternative modes, connections will be critical to the system's efficiency and effectiveness. Connections occur at the nodes where the travel modes intersect, such as the FasTracks or commuter rail stations that may be served by local feeder buses in Erie, interfaces between the on and off-street bicycle network, at bus stops where the transit rider becomes a pedestrian, and others. As the Town's transportation system matures, these connections will become as significant as the modes themselves.*

## POLICY FRAMEWORK

Mobility, efficiency, and safety are important aspects of the transportation system. Current and future mobility needs are addressed in the transportation master plan through coordination of appropriate land use decisions and infrastructure investments. The Town will address and plan for an efficient transportation system with connected local and regional roads and future transit opportunities. In addition, the Town will ensure that streets are designed to accommodate a range of travel modes to coincide with existing community needs as well as for new development. Recently, the Town undertook a study to assess the safety of streets not on the state or federal highway system. The *Traffic and Safety Study* recommends several improvements to increase the safety of local streets through enhanced compliance with standardized traffic controls and state traffic laws.

The following goals and policies will guide the development of Erie's transportation system:

### Goal #1: Balanced, Multi-modal Transportation System

*Ensure that new development patterns are designed to achieve safety, connectivity, and mobility for all modes of transportation in established as well as developing areas of the community.*

## POLICIES:

### TM 1.1—COORDINATE LONG-RANGE LAND USE AND TRANSPORTATION DECISIONS

Ensure that adequate transportation facilities, including roadways, sidewalks, bus stops, bus pullouts, and other facilities are in place or planned for as needed to serve new development. The Town will require new development to provide adequate transportation facilities (including bicycle, pedestrian and transit facilities) to be in place or planned for, including provisions for funding, at the time of development need.

Consider multi-modal (bike, pedestrian, transit, auto) access and compatibility for proposed developments through the Development Review Process.

Reduce impacts to arterial streets by providing internal circulation and connections between developments using collector street systems in and around large commercial areas.

### TM 1.2—INTERCONNECTED NEIGHBORHOOD STREET AND SIDEWALK PATTERNS

Design neighborhood street systems to encourage internal walk, bike, and auto circulation while limiting traffic volumes and speeds on neighborhood collector and local streets with housing fronts. Install sidewalks on both sides of neighborhood collector streets and at least one side of residential streets in accordance with street design standards. In established areas, identify and install missing sidewalk segments rather than wait for new development to solve problems. However; new development should provide pedestrian access to activities within the site, to future transit stops near the site, and sidewalks along streets bordering the site where appropriate.



### TM 1.3—REGIONAL COORDINATION

The Town should continue to participate in discussions with the Regional Transportation District (RTD), the Colorado Department of Transportation (CDOT), regional MPOs, and surrounding jurisdictions to ensure the Town's plans and standards are compatible with the ongoing transportation planning efforts of these groups and to ensure that future locations for park and rides, transit stops, and other transit facilities can be identified and set aside in conjunction with future development.

### TM 1.4—ESTABLISH IMPROVEMENT PRIORITIES

Erie's Capital Improvement Program (CIP) process should continue to prioritize transportation infrastructure investments by considering local growth patterns, regional growth impacts, mobility benefits, and other factors. Funding availability from other transportation providers could be used in the project prioritization process, including funding from CDOT for state and federal roads, DRCOG Transportation Improvement Program (TIP) monies, or participation from RTD, counties, or the private sector.



### TM 1.5—PROMOTE CONNECTIVITY AND CONTINUITY ON LOCAL AND REGIONAL ROADS

Develop a roadway system plan that maintains the intended functions of mobility and access. Design and maintain roadway corridors to meet future needs in accordance with their intended functional classification. Establish access control criteria for growth corridors so that incremental developments do not cause an unmanageable access situation in the future.



### TM 1.6—SUPPORT A VARIETY OF TRANSPORTATION CHOICES

Continue to support a multi-modal transportation system that includes vehicles, buses, pedestrian facilities and bicycle paths. Future development will be planned to accommodate pedestrians and bicycles along all streets via connected sidewalks, crosswalks, benches, and shelters, and an enhanced network of bicycle paths. Neighborhood streets should be as narrow as possible to reduce vehicle speeds and increase pedestrian safety, but still allow for emergency vehicle access requirements. Sidewalks should be detached and wide enough to accommodate pedestrians. Whenever possible, bikeways should be detached as well.

When roadways are constructed or widened, include alternative mode connections, facilities, and amenities (including bus pullouts and stops where applicable) in accordance with street design standards and modal plans. Identify site design standards for corridors that will encourage multi-modal use.

**TM 1.7— SAFETY**

The Town will ensure the design of the transportation system will meet all local, state and federal safety criteria. The Town will follow the recommendations of good engineering practice and the Manual on Uniform Traffic Control Devices (MUTCD). Implementation of the recommendations in the Traffic and Safety Study (draft July 2005) should be a priority for the Town in order to correct safety related deficiencies with traffic control devices.

**TM 1.8— BICYCLE AND PEDESTRIAN MOBILITY**

The Town's sidewalk and off-street path system provides multiple facilities for pedestrian travel throughout the Town. Although often overlooked, the pedestrian mode of travel is significant because virtually every type of travel involves a walking component, usually in the form of connections between modes and activity centers. Pedestrian improvements should be focused on two priorities – (1) providing connections between developments and travel modes and (2) establishing pedestrian-friendly areas throughout the Town to improve quality of life with more mobility choices and new activity areas to live, work, shop, and play. In addition, pedestrian districts should be established for the downtown and other locations of high pedestrian activity and strategic bike/pedestrian grade separations and intersection improvements for pedestrians should continue to be studied and implemented where feasible.

**Goal #2: Regional Transit Opportunities**

*Promote opportunities for regional transit to connect the Town to regional employment centers.*

**POLICIES:****TM 2.1— PROMOTE A MULTI-MODAL TRANSPORTATION SYSTEM IN GROWTH AREAS**

Coordinate transit opportunities with RTD and other regional interests, such as the Boulder County Transit Consortium and Weld County. In particular, identify and pursue potential transit opportunities as part of the US-36 and North Metro FasTracks corridors and as outlined in the preferred alternative from the North I-25 Environmental Impact Study. Although all of the Boulder County portions of Erie and the newer parts of Erie in Weld County are already part of RTD, it may be desirable to add the rest of the Town to the RTD service area through a voting initiative.



## ROADWAY SYSTEM PLAN

The roadway network forms the backbone of the transportation system in Erie. Roads provide automobile mobility and access to land developments throughout the Town. In addition to personal motor vehicles, roadways provide multi-modal mobility for transit buses, bicycles, and pedestrians. As such, the Town's roadway system must be continually maintained and improved to keep pace with development.

The identification of the roadway element of the transportation plan started with the street network from the 1996 Erie Transportation Plan. Additions and modifications were made based on studies of specific future land developments and analysis of the relationship between the new land uses and the transportation system. The resulting roadway system plan for 2030 is shown in Figure 1. This network represents the system of streets and highways anticipated to be in place in the year 2030 and is consistent with established land uses and growth expectations. Although Erie has decision-making and funding responsibilities of many of these roadways, other transportation provider agencies have primary responsibility for numbered state and federal highways, county roads, and toll roads.

As Erie grows it will be important to periodically revisit the roadway system plan to make sure that the planned roadway system is well aligned with the future land use plan so that it can accommodate the mobility needs of existing and future residents.

## HIGHWAY 7 REALIGNMENT

State Highway 7 (Baseline Road) is one of the primary roadway that connects Erie to nearby communities including Boulder, Lafayette, Broomfield, and I-25. Located along the southern edge of the Town's planning area, SH 7 is a busy corridor that functions as a gateway to the Town of Erie. In recent years the Town has studied the potential realignment of SH7 so that it would extend north near County Line Road or 119<sup>th</sup> Street and connect with Arapahoe Road.

Originally funded by the Colorado Department of Transportation (CDOT), the realignment study drew interest from and collaboration with the Towns of Erie, Lafayette, and Broomfield. While CDOT eventually decided to eliminate funding for the study, in 2009 the Town of Erie decided to proceed with exploring preliminary options and evaluating alternatives for the realignment. Based on the preliminary evaluation, three alignment alternatives were selected to be studied in more detail. These preferred alternatives (illustrated below) will help shape the Town's recommendations should CDOT continue this realignment study in the future.

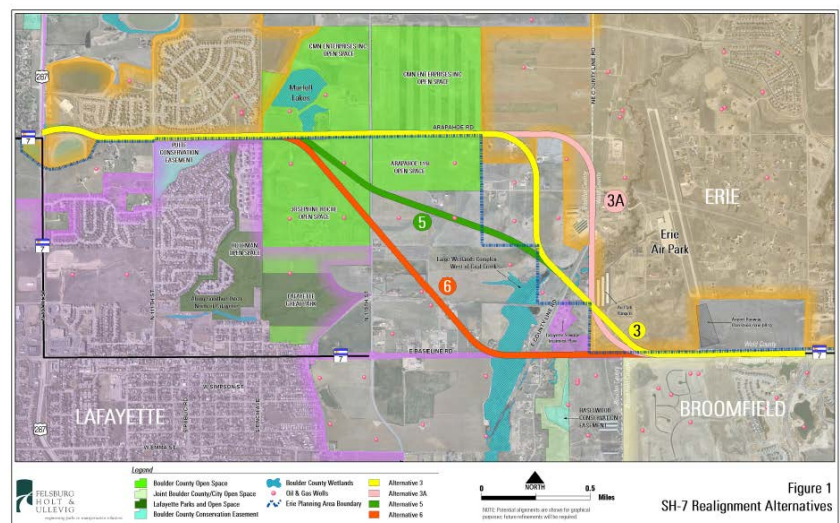
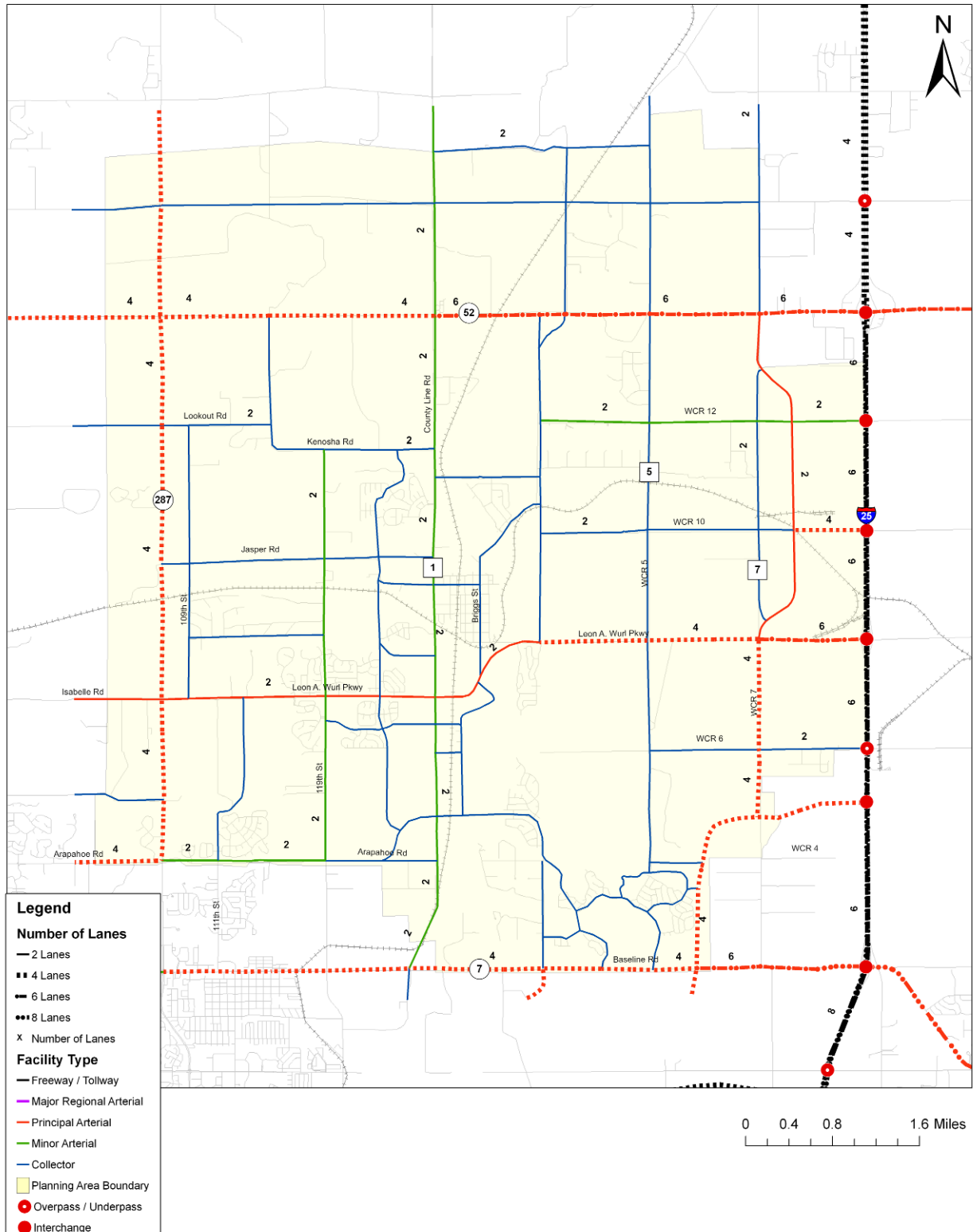


Figure 1: 2030 Roadway System Plan



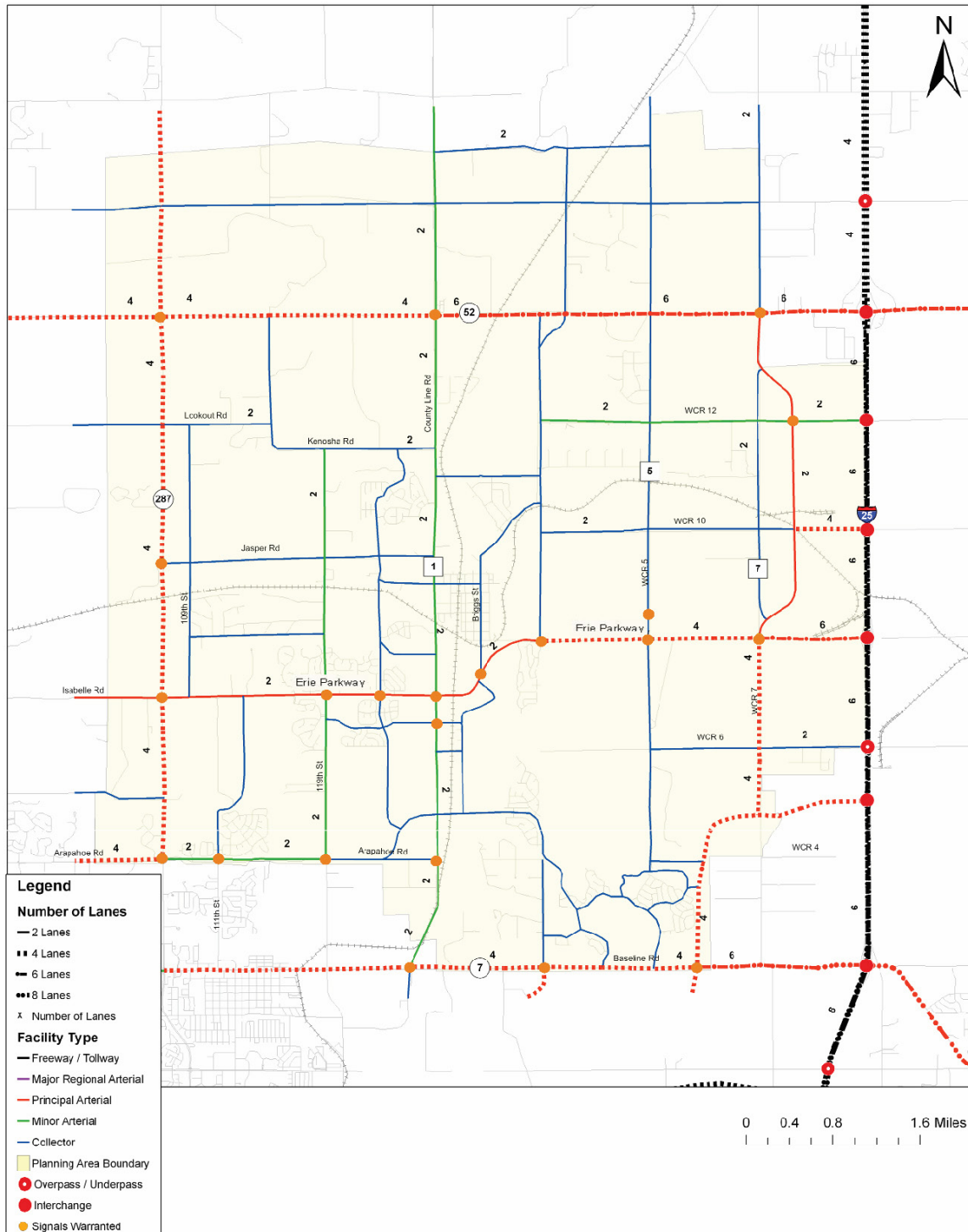
## SIGNALIZED INTERSECTIONS

In the Erie Planning Area today, there are only a handful of signalized intersections due to the relative lack of traffic and congestion. Currently, intersections are primarily controlled by stop signs and to a lesser extent yield signs and flashing yellow or red lights. However, this will change as growth occurs and roads are improved.

Figure 2 identifies the intersections in the year 2030 that are anticipated to be signalized. These locations were selected in order to maintain consistency with planned land uses and roadway function and design. For example, an intersection of two principal arterials will require signalization. In addition, these locations meet the traffic signal warrant for peak hour volume specified in the Manual on Uniform Traffic Control Devices (MUTCD) based on 2030 traffic forecasts. The MUTCD specifies consistent standards for traffic signals and other traffic control devices and is used by traffic engineers almost universally throughout the country.



Figure 2: Signalized Intersections in the 2030 Roadway System Plan



## ROADWAY SYSTEM PERFORMANCE

As part of the development of the roadway system plan, an analysis was conducted to determine how well the roadway system operates in the future with the planned land uses. Several measures were reviewed; key among them are traffic congestion and roadway level of service (LOS). The results of this analysis are contained in Appendix C.

## ROADWAY FUNCTIONAL CLASSIFICATION AND DESIGN STANDARDS

Roads generally provide two important functions: mobility and land access. These functions conflict with each other in that the more land access (e.g., driveway openings) provided, the worse the mobility (e.g., vehicle carrying capacity) generally becomes and vice versa. Each road improvement is specifically designed to operate with certain characteristics based on the adjoining land uses, proximity to other facilities, and other factors. A road's functional classification describes these characteristics, and the street design standard identifies specific design parameters, right of way needs, and other measures.

### FUNCTIONAL CLASSIFICATION

The functional classification of a roadway reflects its role in the street and highway system and forms the basis for access management, corridor preservation, and street design guidelines and standards. Roadway function tends to vary by facility depending on the amount of urbanization and access management in a particular corridor. Existing roadways may not meet all of the desired characteristics described by their defined functions but can be upgraded to do so when improvements to the roadway are made. Functional classifications are summarized as follows:

#### **FREEWAY/INTERSTATE/TOLLWAY**

As divided facilities with no direct land access and no at-grade crossings or intersections, freeways are intended to provide the highest degree of mobility serving higher traffic volumes and longer-length trips. These include I-25, E-470, and the Northwest Parkway.

#### **EXPRESSWAY/MAJOR REGIONAL ARTERIAL**

These are similar to freeways but can include some at-grade intersections at cross-streets. Access may be either full or partial control with small amounts of direct land access. Expressways are intended to provide higher levels of mobility rather than local property access. Currently there are no expressways directly serving Erie, although State Highway 7 east of I-25 is envisioned as an expressway in the future.

#### **PRINCIPAL ARTERIAL**

Principal arterials permit traffic flow through the urban area and between major destinations. They are of great importance in the transportation system since they connect major traffic generators, such as business districts, to other major activity centers. Principal arterials carry a high proportion of the total urban travel on a minimum of roadway mileage. In urban areas, a gridded pattern of arterials is often recommended with 1-mile spacing's for principal arterials.



Since movement and not necessarily access is the primary function of principal arterials, access management is essential to preserve capacity and enhance safety. Medians can be used to control potential conflict points and to separate opposing traffic movements. Left turn lanes are essential at intersections to maintain mobility for through traffic. Right turn deceleration lanes are desirable at intersections with significant turning activity. Principal arterials are either 4 or 6 lanes, with additional right-of-way necessary to accommodate auxiliary lanes in some cases.

Erie's design standards for principal arterials include raised medians and an 8-foot wide detached path on both sides of the roadway.

### **MINOR ARTERIAL**

Minor arterials collect and distribute traffic from principal arterials and expressways to streets of lower classification and, in many cases, allow traffic to directly access destinations. They serve secondary traffic generators such as community business centers, neighborhood shopping centers, multifamily residential areas, and traffic between neighborhoods. Access to land use activities is generally permitted, but should be consolidated, shared, or limited to the extent possible. Erie's street design standards specify 4-lane minor arterials with off-street paths, parkways, and raised medians.

### **COLLECTOR STREET**

Collector streets provide for land access and traffic circulation within and between residential neighborhoods and commercial and industrial areas. They distribute traffic movements from these areas to the arterial streets. Collectors do not typically accommodate long through trips and are not continuous for long distances. In areas where arterial streets are adequately spaced, collector streets should penetrate but not necessarily completely traverse through residential areas. Individual access from residential lots should be discouraged, particularly where bicycle lanes or routes are provided. The cross section of a collector street may vary depending on the scale and density of adjacent land uses and the desired character of the local area. Center turn lanes should be considered on collector streets adjacent to nonresidential development.

Erie's street standards include designs for collectors with raised medians, collectors with flush medians, collector streets with no parking or median, and residential collector streets with on-street parking.

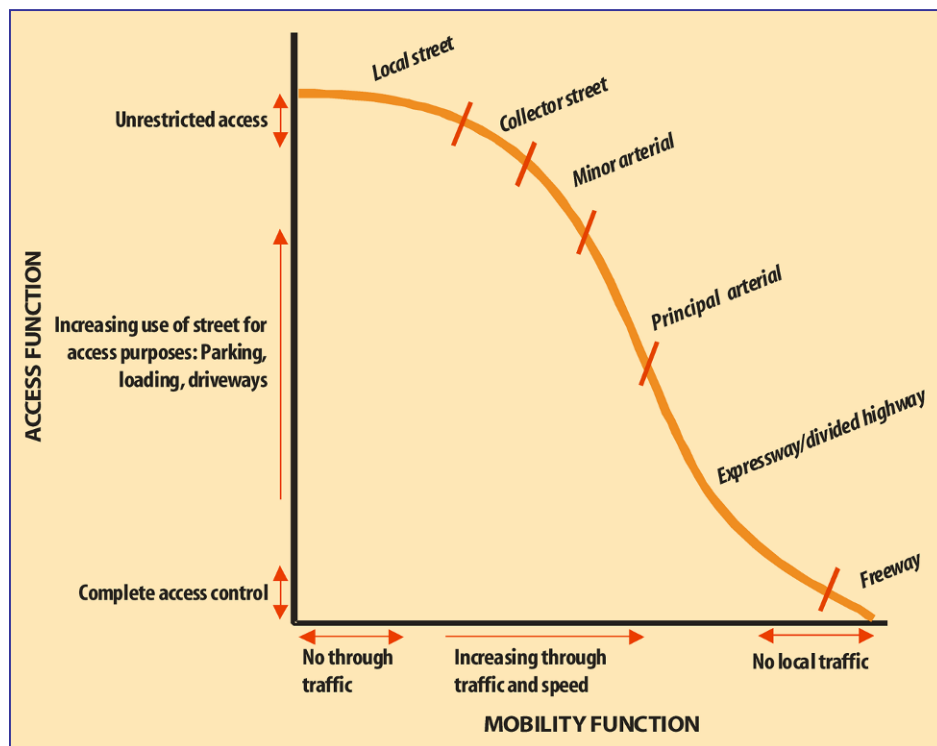
### **LOCAL STREETS**

Local streets provide direct access to adjacent land uses. Direct access from a local street to an arterial is discouraged. Local streets offer the lowest level of mobility and the highest level of local property access. Traffic volumes are typically low and speeds relatively slow. Local streets typically make up the largest percentage of roadway mileage yet carry disproportionately low traffic volumes. Erie has roadway design standards that vary for local streets that vary based on traffic volumes.



The two primary roadway functions of access and mobility are represented in the graphic below for the various roadway classifications.

Figure 3: Roadway Functions: Access and Mobility



### STREET DESIGN STANDARDS

Each roadway type, or functional classification, is further described by the cross-sections of Erie's Street Design Standards. The Town reviews and updates the standards on a periodic basis. Those shown in the figures below are the current standards in place at the time of print. Street Design Standards are primarily intended for new roads. To the extent possible, they should be applied to widened or reconstructed roads in the built environment. Existing roads may not meet current design standards depending on when the road was constructed and what standards were in place at the time. In all areas, context-sensitive design of roadways is important to ensure that they are comfortable, safe, and functional for all modes of transportation users.

Figures 4-10 identify the ultimate mid-block cross-sections for each roadway functional classification, although scaled back designs are allowed for initial and intermediate phases.

Figure 4—Street Design: Principal Arterial (6 Lanes with Median)

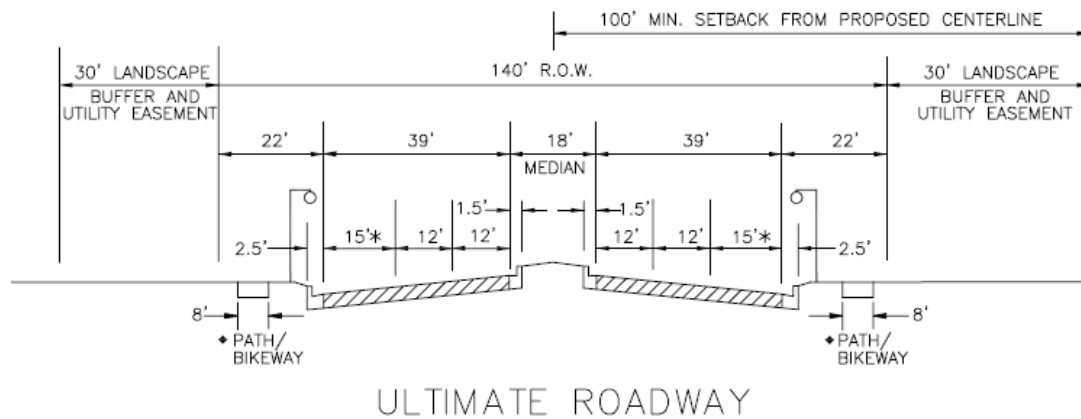


Figure 5—Street Design: Minor Arterial (4 Lanes with Median)

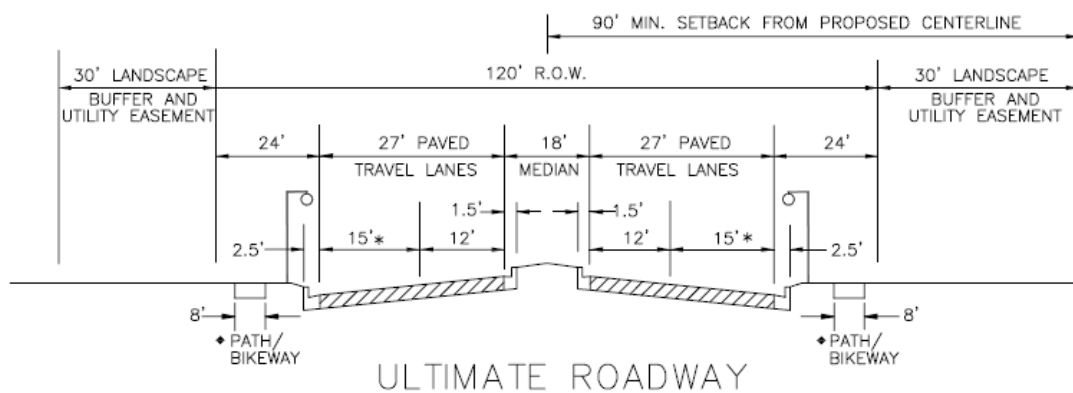


Figure 6—Street Design: Collector (2 Lanes, no Parking or Median)

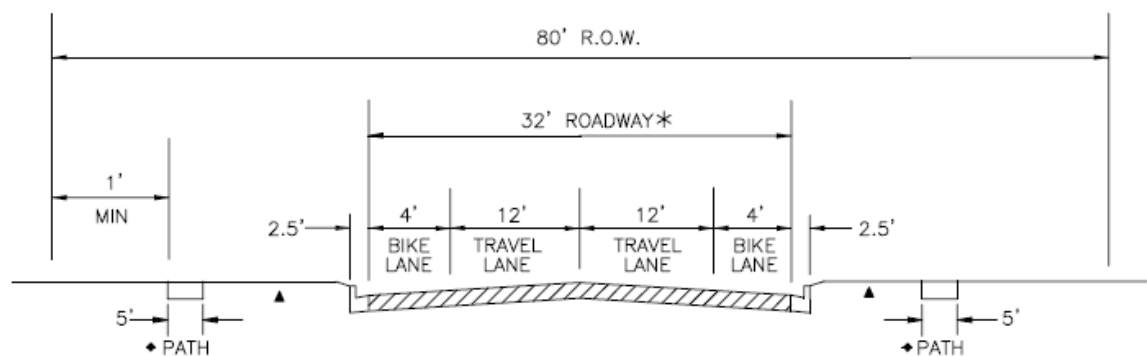


Figure 7—Street Design: Residential Collector (2 Lanes with On-Street Parking)

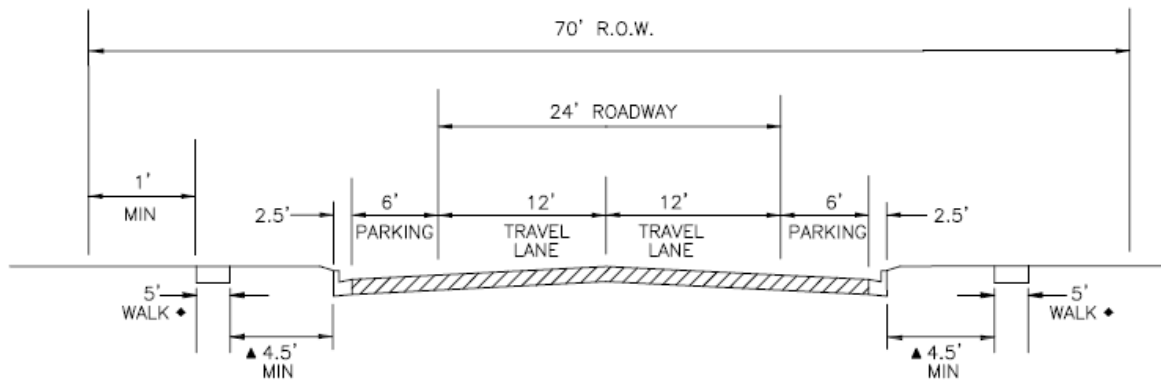


Figure 8—Street Design: Collector (2 Lanes with Raised Median)

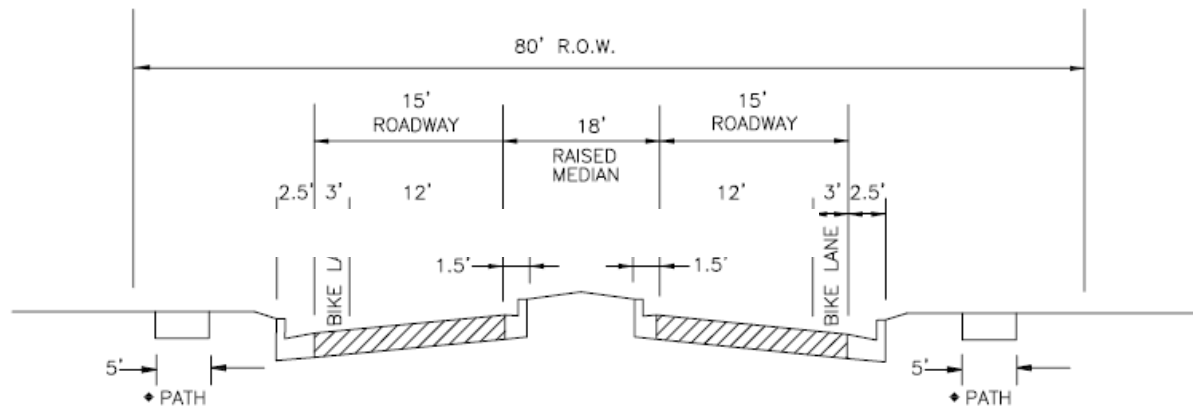


Figure 9—Street Design: Collector (2 Lanes with Center Turn Lane)

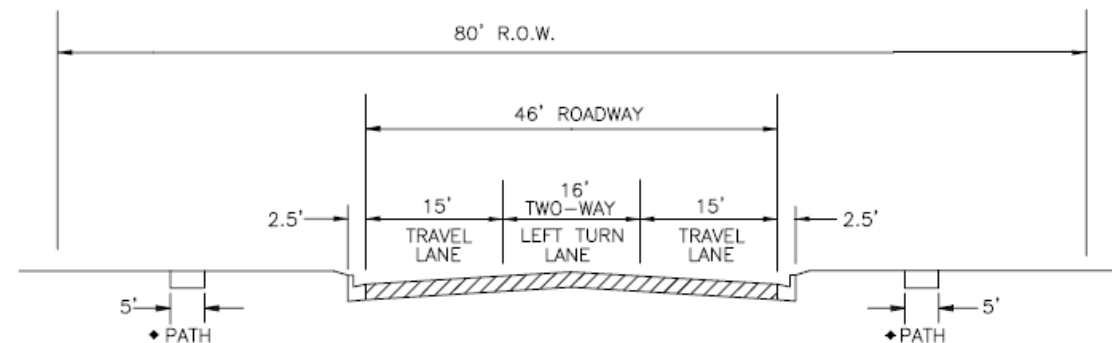
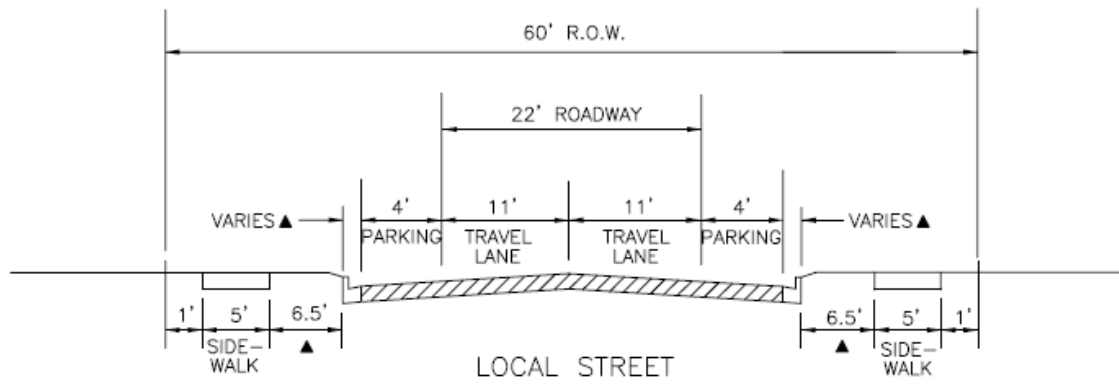




Figure 10—Street Design: Local Streets (2 Lanes with Parking)



## TRANSIT ISSUES

As part of the development of the Erie Comprehensive Plan, some questions were raised with regard to future transit opportunities for connecting Erie to nearby cities and the rest of the Denver metro area. This section identifies some of the transit issues and opportunities that will affect Erie, both directly and indirectly. Erie's ongoing and proactive participation in each of the transit initiatives discussed below is important from the standpoint of ensuring that the Town's long-term multi-modal objectives may be achieved. As transit decisions are made by other entities in the coming years, the Town may need to fine-tune or reevaluate some aspects of its Future Land Use Plan to ensure that land use patterns surrounding future transit stations are appropriate in terms of their density and configuration.



## BACKGROUND

Several areas in the Town of Erie are included in the Regional Transportation District's (RTD) service area. Previous to 1993, the RTD service area was generally defined by county boundaries. Boulder County was included, but Weld County was not, so the parts of Erie in Boulder County were inside the service area.

In 1993, the law was changed to state that if any portion of a municipality is wholly or partially in RTD, then any subsequent annexations are also in the RTD service area. As Erie grew and annexed lands in Weld County, those lands were included in the service area. Today, all of the Boulder County side and the lands annexed on the Weld County side since 1993 are in the RTD service area.

## CURRENT BUS ROUTES

Currently RTD's local JUMP route runs along SH7/Arapahoe links the Town to Lafayette and Boulder. It has stops at the Erie Community Center, Community Park, and Library.

The nearby regional "L" route uses I-25, SH52, and US287. RTD's regional routes typically provide morning and evening peak period service between downtown Denver and other communities with limited stops. The "L" bus doesn't stop on I-25, and the closest stop to Erie on SH52 is at 115<sup>th</sup>. Along US287 there are a handful of stops, such as at Arapahoe Road; but no direct service into Erie.

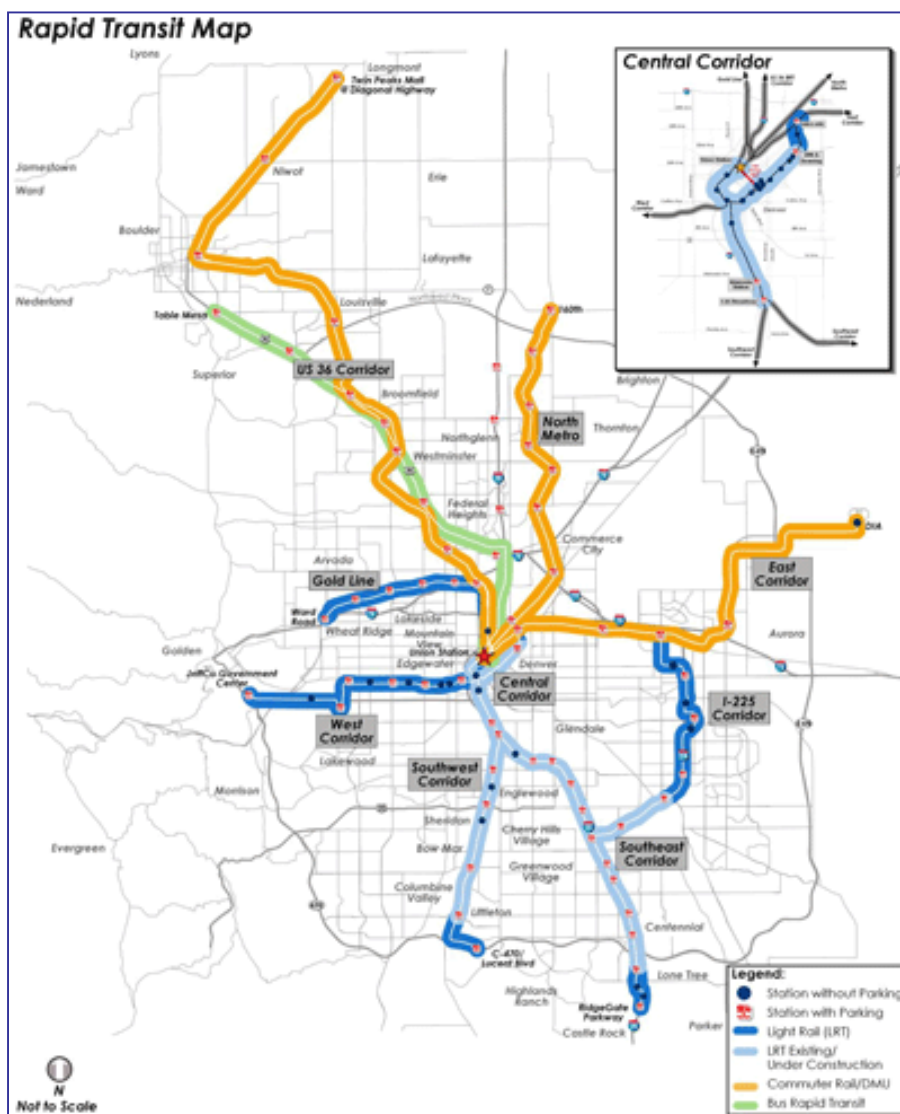


## FASTRAKS

RTD's FasTracks program is a twelve year comprehensive plan to build and operate high speed rail lines and expand and improve bus service and park-n-Rides throughout the Denver metropolitan area. FasTracks was passed in the November 2004 vote. Two rail lines, the US 36 Corridor and the North Metro Corridor, will serve areas north of Denver and are of interest to Erie.

Erie will not be served directly by either of the two rail lines serving the north Denver metro area. However, there may be opportunities to connect Erie with other communities as these corridors are designed and implemented.

The North Metro Corridor is an 18-mile commuter rail line that extends from Union Station in downtown Denver to north of 160<sup>th</sup> Avenue (SH7) in Thornton and Adams County along the Union Pacific Railroad right-of-way east of I-25. It is scheduled to open in 2015. When that occurs, there will be a significant reconfiguring of local bus routes to serve as a feeder system for the rail line.



Parking will be provided at the northern terminus of the line. The Park-n-Ride lot and feeder bus routes provide long-term transit opportunities for Erie.

The Environmental Impact Statement (EIS) process for the North Metro Corridor was completed in 2011. As identified in the preferred alternative, the closest station to Erie is the proposed SH 7 162<sup>nd</sup> Avenue Station in nearby Thornton. Now that completion of the North Metro EIS is complete, all FasTracks corridors have completed the environmental planning phase. Construction on the North Metro line began in 2013 with an estimated completion date in 2018.

In addition to proximity to the North Metro Corridor, Erie remains in fairly close proximity to the US 36 Corridor, which includes bus rapid transit that connects Boulder and Longmont to downtown Denver via the SH199/Diagonal Highway and US 36. Phase 1 of the project was completed in 2010 and the nearest Park-n-Rides to Erie are located in Broomfield and Westminster. This corridor does not necessarily offer much for Erie due to its alignment, but will remain an important corridor for area commuters and an opportunity for potential links with the North Metro Corridor in the future.

## NORTH I-25 EIS

The Colorado Department of Transportation (CDOT) sponsored an environmental impact statement (EIS) study for the North I-25 Corridor between the Colorado North Front Range and the Denver metro area.

The study examined at several options for the corridor including High Occupancy Vehicle lanes, express toll/High Occupancy Toll lanes, bus rapid transit, intercity bus service, general purpose freeway lanes and possible routes and station locations for passenger rail from Denver Union Station to Fort Collins, Greeley, and points between.

The preferred alternative identified through the EIS process identifies a potential commuter-rail transit line with nine stations connecting Fort Collins to Longmont and Thornton using the Burlington Northern Santa Fe Railroad right of way, generally paralleling US 287, SH 119, and I-25, and tying into FasTracks North Metro rail in Thornton, which will connect to downtown Denver. A potential commuter rail transit station is located on the eastern edge of Erie's planning area near WCR 8 and I-25.

## BOULDER COUNTY TRANSIT CONSORTIUM

The Boulder County Consortium of Cities' Regional Transit Committee (BCC-RTC) studies regional transit issues and problems common to Boulder County, including the county and its municipalities and the City and County of Broomfield.

The technical committee that supports the RTC is reviewing options for increased bus service throughout Boulder County, including connecting Erie with Boulder by extending the Jump route or adding a new route along Valmont and Erie Parkway.

## SOUTHWEST WELD COUNTY TRANSIT ISSUES

Southwest Weld County is experiencing significant growth, and this trend is expected to continue in the future. In particular, the communities of Frederick, Dacono, and Firestone and the Mixed Use Development District east of Longmont are growing very quickly.

In the mid to late-1990s, a vote was held to bring southwest Weld County into RTD so that transit service could be provided in this fast-growing area and long range transit planning could be conducted. The voters rejected the proposal. However, the continued growth in the affected communities has precipitated new discussions for another vote, which could occur in the next few years.

# Chapter 12: Housing and Neighborhoods

## BACKGROUND AND INTENT

*Erie strives to be a community of independent, but interrelated neighborhoods. A continuing goal of the Town is to maintain the high quality and established character of existing neighborhoods throughout the community while promoting the development of new neighborhoods that contain a variety of housing types and densities, with amenities, services and retail to ensure opportunities for a variety of household income levels. As an important means of meeting demand for housing variety and affordability, infill and redevelopment will also be promoted in Old Town neighborhoods, as long as it can be achieved in a manner that is compatible with the existing urban fabric.*

### Goal #1: Neighborhoods as Primary Community Building Block

*Guide the design and development of new neighborhoods to ensure connectivity, sustainability and quality of life.*

#### POLICIES:

##### HN 1.1—NEIGHBORHOOD FOCUS

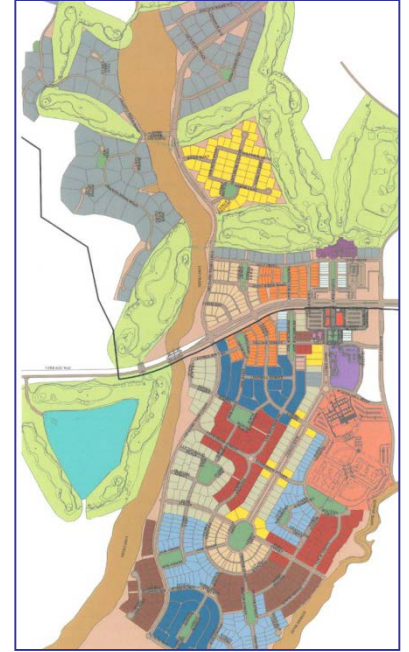
New residential development should be focused into a series of mixed-use neighborhoods that have a full range of urban services and that contain a diversity of housing types to support the housing needs of a diverse population. Each neighborhood should incorporate complementary and supporting non-residential uses that serve the neighborhood and are designed and operated in harmony with the residential characteristics of a neighborhood, including neighborhood commercial services.

##### HN 1.2—NEIGHBORHOOD CONNECTIVITY

Neighborhoods should be designed with connected systems of open space, bikeways, trails, and streets with sidewalks that provide internal links as well as links to other neighborhoods and to neighborhood centers.

##### HN 1.3—NEIGHBORHOOD CENTERS

Neighborhoods should contain and be designed around an identifiable center that includes neighborhood scale retail and services, public and institutional uses, including but not limited to schools, daycare facilities, community centers, places of worship, parks and open space. Depending on



*New residential development should be focused into a series of mixed-use neighborhoods that have a full range of urban services and contain a diversity of housing types*



*Neighborhoods should be designed with clear pedestrian connections to other neighborhoods and to neighborhood centers.*





*(Top) Neighborhoods should be designed to protect and preserve natural features of the site as open space and recreational amenities; (Bottom) Infill and redevelopment will be encouraged in Old Town provided it is compatible with the surrounding neighborhood character.*

the location and size, a single neighborhood center can serve several nearby neighborhoods.

#### NEIGHBORHOOD CENTERS



*Neighborhood Centers will take on many forms and may be organized around retail, transit stations, or recreational uses, but should be well integrated into the surrounding neighborhood both visually and functionally.*

#### HN 1.4—INCORPORATION OF NATURAL FEATURES

Neighborhoods should be designed in a manner which protects and preserves natural features of the site, including mature stands of trees, wetlands, or drainages as open space amenities that serve as identifying or character defining features.

#### Goal #2: Protect Existing Neighborhoods

*Foster the stabilization and enhancement of Erie's established and older core neighborhoods.*

#### POLICIES:

##### HN 2.1—OLD TOWN RESIDENTIAL INFILL

The Town will encourage the improvement and revitalization of Old Town neighborhoods. The Town will encourage residential infill and redevelopment that preserves key characteristics and historic features of Old Town neighborhoods and preserves existing housing stock where appropriate. Development standards for infill and redevelopment projects, remodeling, and additions to existing structures will be established to ensure new residences are compatible with existing neighborhood scale and character.

##### HN 2.2—RURAL SUBDIVISIONS

The Town will ensure that the quality and character of existing rural subdivisions is protected as new, higher-intensity development occurs on adjacent parcels. Transitions in density, the incorporation of open space buffers, and other techniques should all be explored to minimize impacts on existing residents.



### Goal #3: Mix of Housing Types

*Plan for a range of neighborhoods and housing types that can accommodate the diverse housing needs of all residents.*

#### POLICIES:

##### **HN 3.1—MIX OF HOUSING TYPES AND DENSITIES**

The Town will encourage the incorporation of a mixture of housing types with varied price ranges, lot sizes, lot configurations, and densities, to attempt to meet the needs of all segments of the community. In addition, the Town will encourage the use of a mix of builders for larger developments and the incorporation of efficiency standards and clustering, where appropriate.

##### **HN 3.2—MAINTAIN AND ENCOURAGE HOUSING THAT MEETS THE DIVERSE NEEDS OF RESIDENTS**

There is growing concern about the availability of attainable housing for low and moderate-income families in Erie. The Town will work with the private sector and non-profit agencies to ensure that sites that are potentially suitable for housing are available within the Planning Area to achieve a variety of price points. This should include sites at a variety of scales to accommodate both small infill projects and larger redevelopment or green field projects. In addition, the Town will encourage innovative design in housing by considering financial incentives and other mechanisms to reduce development costs, such as:

- Varied lot sizes (including small lots);
- Varied lot configurations;
- Clustering;
- Mix of builders; and
- Efficiency standards.



*A mixture of housing types with varied price ranges and densities are encouraged for new neighborhoods.*

# Chapter 13: Community Character and Design

## Background and Intent

*Erie's citizens take pride in the attractiveness and livability of their community. The Town will promote a high standard of design for all new development as well as for renovation and rehabilitation in the Old Town area to reinforce and maintain the established visual character of the community and the quality of life of its residents. In addition, the Town will promote the preservation of the community's natural character by encouraging the retention of open space in all new development.*

### Goal #1: Maintain and Enhance Erie's Character

*Guide the appearance, scale, and location of development to enhance and maintain Erie's unique character.*

## POLICIES:

### CCD 1.1—OLD TOWN

The Town will encourage infill and redevelopment that is in keeping with the historic character and scale of Erie's downtown. Infill and redevelopment should be designed in a manner that is sensitive to and reflects the character of the surrounding residential neighborhood. All infill and redevelopment will be required to comply with the Downtown Design Standards contained in the Unified Development Ordinance. Important design considerations include: building scale, mass, roof form, height, and orientation, parking location, lot coverage, architectural character, and landscape elements.

### CCD 1.2—OLD TOWN NEIGHBORHOODS

Enhance older neighborhoods (e.g., Old Town) by maintaining recent public facilities enhancements, by preserving trees, and only approving infill that respects the distinct neighborhood character. New residential infill development should be compatible in terms of density, scale, setbacks, uses, and design.

### CCD 1.3—CLUSTER DEVELOPMENT

As an alternative to large lot subdivisions, the Town will encourage cluster development of housing in areas that may be appropriate. In a cluster subdivision, the lots are allowed to be smaller or narrower than otherwise required in the zoning district, but in which the overall number of lots does not exceed the maximum number allowed in a standard subdivision. Clustering



*Old Town infill and redevelopment should be in keeping with its historic character.*



(Top) One of many historic structures in Old Town that have been preserved for public use. (Bottom) Erie Parkway gateway corridor today.



Existing character—Highway 52 gateway corridor.

leads to a more efficient use of infrastructure and buildable land, and allows for the permanent conservation of open space and natural features as amenities for future residents. A homeowners association or other local entity should be responsible for maintaining open space.

#### CCD 1.4—PRESERVE HISTORIC AND CULTURAL RESOURCES

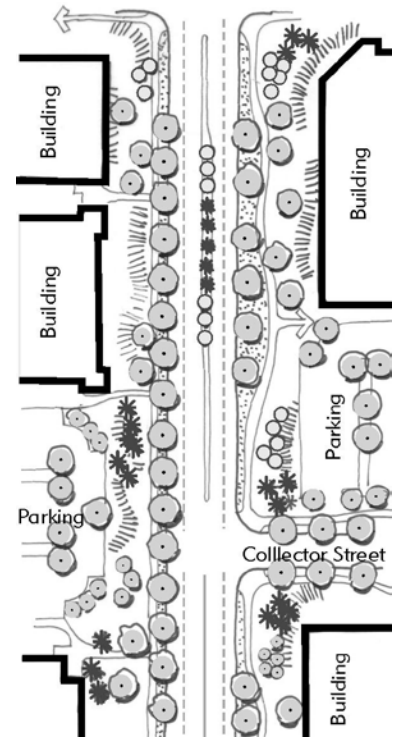
The Town will support the preservation of structures and districts with historic and cultural significance, encouraging the preservation and enhancement of historic resources in the community.

#### CCD 1.5—COMMUNITY GATEWAY CORRIDORS

Erie has an opportunity to establish distinct entryways to the community along its major gateway corridors, particularly in those areas where development has not yet begun to occur. Gateway corridor treatments will vary by location and are described below:

- **Erie Parkway (WCR 8)**—Erie Parkway functions as the primary gateway into Erie, providing access from I-25. The 3-mile corridor is predominantly rural in character and provides sweeping views of the mountains. To maintain the visual quality of this corridor, the following guidelines will apply to all future development:
  - ✓ A 30-foot landscape buffer (outside of ROW) should be provided on either side of the Parkway and should incorporate a variety of plant material and berming to provide year-round visual interest;
  - ✓ At key points, such as at the Erie Parkway and I-25 Interchange, the landscape buffer area should be widened to preserve view corridors to the west;
  - ✓ A 10-foot wide multi-use path should be incorporated as an integral component of the landscape buffer;
  - ✓ All fencing should be less than 4 feet in height and should have an open character (i.e., split rail, picket);
  - ✓ Parking should be fully screened from the Parkway using a combination of berming and landscaping;
  - ✓ Signage should be limited to monument signs constructed from similar materials as the primary buildings on the site and that maintain a low profile to limit obstruction of views; and
  - ✓ Development should be oriented towards the Parkway. Lining the Parkway with the backs of buildings will not be permitted.
  
- **Highway 52**—The Highway 52 Corridor serves as a secondary gateway to Erie, providing access from I-25 to County Line Road from the north. The corridor today remains largely agricultural in character, although some rural residential development has begun to occur to the north and south. To maintain the rural character of this corridor, the following guidelines will apply to all future development:
  - ✓ Commercial development should be focused in a series of compact activity centers located at the intersection of Highway 52 and WCR 5, WCR 3, WCR 7, and County Line Road;
  - ✓ Rural and low-density residential development occurring in between commercial activity centers should be clustered to set back from the ROW a minimum of 660 feet;

- ✓ Medium and high-density residential development occurring between commercial activity centers should be set back a minimum of 80 feet. Setbacks for individual buildings should be varied to provide visual interest and to avoid “walling in” the corridor;
  - ✓ All fencing should have an open character (i.e., split rail, picket, barbed wire); and
  - ✓ Activity centers will be subject to additional standards as outlined in policy CC 1.5—*Highway 52 Commercial*.
- **Highway 7 (Baseline Road)**—The Highway 7 Corridor serves as a secondary gateway to Erie, providing access to County Line Road from the south. Much of the corridor lies within the cities of Broomfield and Thornton. Portions of the corridor lying within the Town are largely developed, however, the following considerations should be applied to future development:
    - ✓ A 30-foot landscape buffer (outside of ROW) should be provided that incorporates a variety of plant material and berming to provide year-round visual interest;
    - ✓ Signage should be limited to monument signs constructed from similar materials as the primary buildings on the site and that maintain a low profile to limit obstruction of views; and
    - ✓ Non-residential development should be oriented towards the highway.
- **County Line Road**—The County Line Road corridor serves as the primary gateway to Erie from the north and south. The corridor ranges in character today from rural to fully developed. The following guidelines should be applied to future development that occurs within the corridor:
    - ✓ A 30-foot landscape buffer (outside of ROW) should be provided that incorporates a variety of plant material and berming to provide year-round visual interest;
    - ✓ A 10-foot multi-use path should be incorporated as an integral component of the landscape buffer;
    - ✓ All fencing should be less than 4 feet in height and should have an open character (i.e., split rail, picket), with the exception of fencing used to satisfy screening requirements;
    - ✓ Parking should be fully screened from the roadway using a combination of berming and landscaping;
    - ✓ Transitions should be provided between urban intensity uses, existing rural residential neighborhoods, and open space areas; and
    - ✓ Suitability of development within the environs of the Erie Municipal Airport shall be determined according to the Land Use Compatibility Guidelines contained in DRCOG’s *Airport Compatible Land Use Design Handbook*.
  - **Arapahoe Road**—The Arapahoe Road corridor serves as a secondary gateway from the west. Much of the corridor falls within Boulder County and the Town of Lafayette. The following guidelines should be applied to future development that occurs within the corridor:



*Conceptual diagram of primary gateway corridor development setbacks, multi-use path, and landscaping.*





*Open fencing is required along dedicated open space areas to maintain an open character.*



*(Top) Pedestrian-friendly street design; (Bottom) High quality site design and building standards will be required for all types of development.*

- ✓ A 30-foot landscape buffer (outside of ROW) should be provided that incorporates a variety of plant material and berming to provide year-round visual interest; and Transitions should be provided between urban intensity uses and existing rural residential neighborhoods and open space areas; and
- ✓ Suitability of development within the environs of the Erie Municipal Airport shall be determined according to the Land Use Compatibility Guidelines contained in DRCOG's *Airport Compatible Land Use Design Handbook*.

### CCD 1.6—OLD TOWN GATEWAYS

The intersections of Cheesman/County Line Road and Briggs Street/Erie Parkway serve as the two primary gateways to Old Town. Development in these locations should be designed to emphasize the gateway through reduced building setbacks, increased building heights at the corner, additional landscaping, and/or the use of other design features.

### CCD 1.7—OPEN SPACE CORRIDORS

Development located adjacent to an open space corridor shall address the following:

- **Screening**—Homogenous expanses of built structures, dead end paved surfaces, and utilities, including gas wells, electrical boxes that are visible from an open space shall be screened with rows, columns or clusters of native trees and/or shrubs and shall not obstruct scenic views.
- **Fencing**—Privacy fences shall not be constructed along any length of an open space that cause a canyon effect and shall have an open character, as typical of split rail fencing, picket fencing, or similar.
- **Erosion/Grade Control Measures**—Exposed riprap or grouted boulders are unacceptable erosion/grade control measures unless naturalized with bio-engineering, bio-technical or architectural concrete fabrication techniques that utilize native vegetation.

### CCD 1.8—SETBACKS AND DESIGN OF OIL AND GAS FACILITIES

The Town will continue to ensure that new development is setback from oil and gas wells for safety reasons and will seek ways to make these buffered areas as attractive and useful as possible. The design (i.e., color, profile, and screening) of oil and gas wells will be subject to standards set forth by the Town. The use of low profile tanks as new wells are established will be encouraged.

### CCD 1.9—UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS

The Town will ensure that electric, natural gas, petroleum, and other generation, distribution, pipeline and storage facilities are located in a manner that is safe, environmentally sensitive and minimizes aesthetic impacts. Lines will be required to be placed underground to the maximum extent feasible.

## Goal #2: Development and Design Standards

*Guide the quality of development with building and site design standards and guidelines as appropriate.*

### POLICIES:

#### CCD 2.1—STREET DESIGN AND APPEARANCE

The Town will employ a coordinated approach to street design and appearance, as well as streetscape improvements. Streets will be designed with equal consideration to visual character and safety. This should include consideration of special paving at crosswalks, landscaping, unified approaches to fencing, public signs, lighting (pedestrian scale and street scale), consistent setbacks, and screening of parking and service areas.

#### CCD 2.2—HIGH QUALITY SITE PLANNING AND BUILDING DESIGN

Encourage high quality site planning and building design standards for residential, commercial and employment center development. Standards should address transitions or setbacks between different land uses; parking lot design and landscaping; quality architecture and building materials; pedestrian amenities; and sign guidelines and/or standards.

#### CCD 2.3—SITE GRADING

Grading of developed lots shall take on a sinuous, natural landform with mild side slopes of 3:1 and 5:1 or greater. Geometric, linear, and homogenous landforms are unacceptable.



*(Top) The Town will require a high level of development quality for all new residential and non-residential development and redevelopment; (Bottom) Boulder County open space near Lafayette.*

## Goal #3: High-Quality Development

*Promote the use of building materials that foster a high-quality appearance, longevity, and energy efficiency for new homes and businesses in the community.*

### POLICIES:

#### CCD 3.1—DEVELOPMENT QUALITY

The Town will require a high level of quality for all new residential and non-residential development and redevelopment. Standards should address the use of long-lasting, low-maintenance materials.

#### CCD 3.2—COMMUNITY IDENTITY

New neighborhoods shall incorporate elements that strengthen both their individual identity as well as their identity as part of the Town of Erie, through signage and other design features.

#### CCD 3.3—SUSTAINABLE DESIGN

The Town will encourage development that incorporates the principles of sustainable design and that reduces energy and resource consumption and impacts on the environment, by:

- Minimizing resource consumption, energy use, and water use;
- Using renewable energy sources and locally produced materials;



- Minimizing use of toxic products, pesticides, herbicides, and chemicals; and
- Utilizing technological resources and standards such as LEED™ (Leadership in Energy Efficiency and Design), BuiltGreen Colorado™, US Department of Energy's Building America program, and Energy Star and other standards for energy efficiency.

### Goal #4: Community Buffers

*Work with neighboring communities to establish appropriate community buffers, which may include open space, rural areas, and/or agricultural lands.*

#### POLICIES:

##### CCD 4.1— COMMUNITY BUFFERS

The Town will strive to retain its identifiable edges and preserve community character by promoting physical separation from neighboring municipalities using intergovernmental agreements, clustering, open space acquisition, the transfer of development rights, or other mechanisms as appropriate.

##### CCD 4.2— RETENTION OF BOULDER COUNTY OPEN SPACE

The Town will work with Boulder County to maintain existing County open space as open space in perpetuity.



*Erie Farmers Market - Old Town.*

### Goal #5: Cultural Resources

*Foster Erie's sense of community by continuing to promote the importance of its community heritage and a broad mix of cultural opportunities for its residents.*

#### POLICIES:

##### CCD 5.1—COMMUNITY-ORIENTED EVENTS

The Town will continue to support community-oriented events, such as the Erie Town Fair, Biscuit Day, Farmers Market and Harvest Fest that celebrate Erie's cultural heritage and foster economic activities.

##### CCD 5.2—HERITAGE AWARENESS

Promote community education and awareness of Erie's mining heritage through street naming, design features in neighborhood and civic facilities, and other theming opportunities.

# Chapter 14: Economic Development

## BACKGROUND AND INTENT

*Employment opportunities and commercial services within Erie are currently limited, though increasing due to recent economic development efforts. The Town recognizes that expanding opportunities for employment and commercial development is important to enhance tax revenues generated in the Town as well to reduce the need for residents to travel to neighboring communities to work, shop, and meet other daily needs.*

### Goal #1: Diverse Economic Base

*Expand and diversify the Town's economic base to create primary jobs as well as retail opportunities, in order to increase the Town's fiscal capacity to meet the needs of its citizens.*

## POLICIES:

### ED 1.1—JOBS/HOUSING BALANCE

In recent years, the majority of new development that has occurred in the Town has been residential, resulting in a jobs/housing ratio that is heavily weighted on housing. The Town will strive to achieve a more balanced mix of uses by actively recruiting new businesses, commercial development, employment, and industry to the community.

### ED 1.2—APPROPRIATE AREAS FOR COMMERCIAL AND EMPLOYMENT USES

The Future Land Use Plan map establishes appropriate locations for employment and commercial uses. In addition, the Town will follow criteria to determine appropriate locations for neighborhood commercial development. Criteria are intended to provide for flexibility in siting and design, resulting in a mixed-use development pattern that encourages commercial and employment uses to occur as part of the Town's neighborhood fabric.

### ED 1.3—AIRPORT RELATED USES

The Town recognizes the unique opportunity provided by its Municipal Airport to attract airport-dependent commercial and industrial. The development of these types of uses is encouraged, as they will increase the Town's visibility and marketability as a destination for revenue generating airport-related businesses that are compatible with the Town's quality of life. The Town will

continue to support the goals and policies of the Erie Municipal Airport Master Plan.

#### **ED 1.4—OLD TOWN**

The Town will continue and strengthen its support of existing businesses in the Old Town area and the addition of new businesses, such as restaurants, small retail stores, galleries, and others that are in keeping with the small-town character of the area. The Town will explore the formation of an Old Town Business District to support businesses and promote growth and redevelopment in the area. Additionally, the Town will encourage the enhancement of surrounding neighborhoods through the revitalization of existing housing stock and the incorporation of residential infill on vacant or underutilized parcels.

#### **ED 1.5—ECONOMIC DEVELOPMENT OUTREACH**

The Town will continue to work with existing economic development entities, such as the Erie Development Council, Chamber of Commerce, and related partners to promote and bring business prospects to the state, region, county, and Town for economic development purposes.

#### **ED 1.6—ECONOMIC DEVELOPMENT INCENTIVES**

The Town will abide by adopted criteria for the provision of economic development incentives. Incentives are available to manufacturing, processing, distribution, retail, and research and development businesses that are seeking to construct or expand within the Town. For qualifying businesses, incentives may be in the form of waiver or deferral of transportation and public facility impact fees or waiver of sales and use tax.

#### **ED 1.7—RETAIL SPENDING RESEARCH**

In order to effectively recruit and retain retail business in Erie, it is important to understand the magnitude and type of local spending power in town and the immediate trade area. The Town will thus periodically conduct research to quantify this retail spending power, and identify how much of it is retained in Erie versus “leaking” to other jurisdictions.

#### **ED 1.8—ECONOMIC GARDENING**

The Town will continue to seek input from local businesses and entrepreneurs regarding their needs for professional services and technical assistance such as preparation of business plans, market research, identifying sources of venture capital, and licensing and regulatory compliance.

#### **ED 1.9—ECONOMIC DEVELOPMENT STRATEGY**

The Town will follow and periodically update the Town’s Economic Development Plan to support the implementation of the Comprehensive Plan and provide specific guidance on the economic development activities.

# Chapter 15:

## Action Plan

*A key aspect of the Comprehensive Plan is how it will be carried out after it is adopted. This chapter recommends how the Town of Erie may best implement the policies outlined in this Plan. The Town should annually review and prioritize the actions identified in this chapter, and revise them as necessary.*

*To effectively implement the goals and policies of this Plan, it is necessary for the Town to identify the types of actions required and determine the priority and timing of the actions so the appropriate resources may be allocated.*

### SUMMARY OF PRIORITY ACTIONS

This Action Plan identifies a number of priority items that the Town should implement as soon as possible, to ensure that future land use actions and decisions are aligned with the policies contained in this Plan and with the classifications on the Future Land Use Plan. These are summarized below.

#### LAND USE

The intent of this Plan is to shape growth in a manner that preserves the region's natural environment, livability, and sense of community. Three areas have been identified on the Future Land Use Map as Areas of Special Consideration, to acknowledge their importance as major community gateways and to acknowledge that an increased level of review and consideration will need to be placed on development proposals occurring within the areas identified in terms of their uses and design. To implement this aspect of the Plan, the following priority actions are recommended:

#### I. PURSUE URBAN CENTER DESIGNATION FROM DRCOG

In the area surrounding the future commuter rail line and station near I-25 the Town will support and encourage development that conforms with the DRCOG MetroVision 2035 vision for urban centers. The Town will pursue designation of an urban center for this area during future updates to MetroVision 2035.

#### PUBLIC FACILITIES & SERVICES

The availability of water, wastewater, fire protection and emergency management services, police protection, schools, parks and other utilities and services affects the safety and quality of life for residents and the economic stability of the Town. Ideally, facilities and services should be developed or expanded in a manner commensurate to the rate of growth and paid for by



in part by development. The following priority actions are intended to accomplish this goal:

### **ADEQUATE PUBLIC FACILITIES REQUIREMENTS**

Maintain level of service standards for each type of public facility or utility service, and plan for capital improvements to achieve and maintain such standards for existing and future development. This should include annual evaluation of service levels and land use trends to anticipate demand for service and determine needed improvements to be addressed in Capital Improvement Plans, Annual Capital Budget, and all associated capital facilities documents to ensure that financial planning remains sufficiently ahead of present needs. Other considerations might include establishment of an Adequate Public Facilities Requirements Ordinance.

### **REGIONAL COORDINATION**

The Plan recognizes that Erie is within a dynamic and rapidly changing region, and that the actions of one community have consequences for other communities. The Town should continue to coordinate with adjacent communities and other governing bodies in the region. The following priority actions are intended to accomplish this goal:

#### **1. INTERGOVERNMENTAL AGREEMENTS**

The Town will work to maintain Intergovernmental Agreements already in place as applicable and to continue to pursue the establishment of new Intergovernmental Agreements with neighboring and regional jurisdictions to address such joint issues as transportation, land use compatibility, open space and community separators, and public facilities and infrastructure not addressed by existing agreements.

#### **2. HIGHWAY 7 REALIGNMENT COORDINATION**

The Town will continue to work with CDOT, Boulder County, Lafayette, and other regional stakeholders to study and pursue the realignment of Highway 7 near County Line Road. Realignment of the highway to the north could create a southern gateway for the Town, improve traffic circulation, and generate economic opportunities for Erie and its neighboring communities.

### **TRANSPORTATION AND MOBILITY**

The primary objective of the transportation element of the Plan is to provide a framework for creating a balanced and integrated transportation system to address the needs of a wide variety of users with a range of transportation alternatives. To implement this aspect of the Plan, the following priority actions are recommended:

#### **1. UPDATE THE TRANSPORTATION PLAN**

Update the Transportation Plan to ensure that it is in accordance with the Comprehensive Plan. Following the adoption of the 2015 Update to the Comprehensive Plan, the Transportation Plan should be updated to align the future roadway network with the updated Land Use Plan map. Roadway classifications and lanes should be reviewed and adjusted as needed to support future land uses, population and employment projections, and build-out estimates throughout the planning area. In addition to relating to the Land Use Map, the Transportation Plan will also consider the “right size” of

arterials and other major roadways (i.e., human-scaled, attractive, and safe roadways) in addition to addressing the transportation and mobility policies of this Plan.

## **2. EXPLORE THE REALIGNMENT OF HIGHWAY 7**

The Town will continue to study and evaluate alternatives for the realignment of State Highway 7, in coordination with Lafayette, Broomfield, Boulder County, CDOT and others. The Town may pursue the realignment of the highway after a preferred alternative has been selected, in conformance with CDOT requirements.

## **3. PURSUE OPPORTUNITY FOR COMMUTER RAIL SERVICE**

The Town will support and pursue opportunities to secure and accommodate commuter rail service, including a transit stop, on the western side of I-25 in Erie's planning area, as proposed within the North I-25 EIS. This will involve coordination with RTD to determine the alignment of and secure right-of-way for the rail line and transit stop, as well as promoting transit-oriented development patterns to support the use of the service.

## **HOUSING & NEIGHBORHOODS**

The policies proposed in this plan are intended to create an opportunity for individuals who work in the community to live in the community on a permanent basis as well as to address the general issues of balance and quality of housing. The following priority actions are intended to accomplish this goal:

### **I. CONSIDER ADDITIONAL STRATEGIES TO INCREASE THE SUPPLY OF ATTAINABLE HOUSING**

The Town recognizes the importance of establishing a diversity of housing types within the community and to ensure that housing is available to a variety of income levels. This objective is reflected by policies of this plan and implementing regulations contained in the UDC; however, the Town will continue to evaluate strategies that would increase the supply of affordable housing as opportunities arise, such as through the development of inclusionary zoning requirements that require a minimum number of affordable housing units to be built in new developments, regional partnerships, or other strategies as appropriate, including:

- Varied lot sizes (including small lots);
- Varied lot configurations;
- Clustering;
- Mix of builders; and
- Efficiency standards.

## **ECONOMIC DEVELOPMENT**

An important goal of the Plan is to ensure that the community has a strong, diversified economic base that provides a variety of jobs and services to residents. The following priority actions are identified to accomplish this goal:

### **I. EXPLORE CREATION OF AN OLD TOWN BUSINESS DISTRICT**

The Town will explore the formation of an Old Town Business District to support businesses in the Old Town area, and possibly as a mechanism to help fund future improvements. A coordinated business district could help promote and support existing businesses, organize events and activities, assist the City in



business recruitment efforts, and provide means to spur investment and improvements in Old Town.

## **2. ECONOMIC DEVELOPMENT STRATEGY**

The Town will maintain a detailed Economic Development Strategy to support the implementation of the Comprehensive Plan and provide specific guidance on the Town's Economic Development activities.

# Appendix A: Background and Trends

*Following is an overview of demographic and economic trends and background information for Erie and the surrounding region prepared for the purposes of the Comprehensive Plan Update.*

## DEMOGRAPHIC AND ECONOMIC ANALYSIS

The following profile provides population, housing, and employment characteristics for the Town of Erie. The data found throughout this profile was derived from a variety of sources including the 2000 and 2010 Census of Population, 2005-2009 American Community Survey, Denver Regional Council of Governments (DRCOG) Regional Data, Estimates, and Projections, and the Colorado Department of Local Affairs Demography Data.

### POPULATION AND HOUSEHOLDS

The tables on the following page show the historic population growth for Erie. An analysis of past growth trends indicates that over the past two decades, Erie has experienced a significant amount of growth compared to historic rates. From 1950 to 1990, Erie experienced a 35% increase in population, from 937 persons in 1950 to 1,258 persons in 1990. This represents an average of less than 1 percent annually. From 1990 to 2010, on the other hand, Erie experienced a significant increase in population (1,342%), from 1,258 persons to more than 18,000.

The characteristics of Erie's population have not changed significantly over the past decade. Trends indicate a slight decrease in children ages five and under, and an increase in the age groups 55 and older. Also, the percentage of the population age 25-34, dropped from 20.9% to 13.0%.

Table 1—Historical Population Trends, 1950-2010

YEAR	POPULATION	CHANGE	PERCENT	
			TOTAL	ANNUALIZED
<b>1950</b>	937	—	—	—
<b>1960</b>	875	-62	-6.6%	-6.8%
<b>1970</b>	1,090	215	24.6%	2.2%
<b>1980</b>	1,254	164	15.0%	1.4%
<b>1990</b>	1,258	4	0.3%	0.03%
<b>2000</b>	6,291	5,033	400.1%	17.5%
<b>2010</b>	18,135	11,844	188.3%	11.2%
<b>1950-2010</b>		17,198	1,835.4%	5.1%

Source: U.S. Census, 1950-2010; Clarion Associates, 2011

Table 2—Population Distribution by Age, 2000-2010

AGE GROUP	2000 #	2000%	2010#	2010%
<b>Under 5 Years</b>	717	11.40%	1,734	9.56%
<b>5 to 19</b>	1,310	20.82%	4,184	23.07%
<b>20 to 24</b>	201	3.20%	486	2.68%
<b>25 to 34</b>	1,312	20.86%	2,358	13.00%
<b>35 to 54</b>	2,236	35.54%	6,522	35.96%
<b>55 to 64</b>	296	4.71%	1,821	10.04%
<b>65+</b>	219	3.48%	1,030	5.68%
<b>Total</b>	<b>6,291</b>	<b>100.00%</b>	<b>18,135</b>	<b>100.00%</b>

Source: U.S. Census, 2000-2010; Clarion Associates, 2011

Table 3—Occupied Housing Units, 2010

OCCUPANCY	NUMBER	PERCENTAGE
<b>Owner-occupied housing units</b>	5,553	88.13%
<b>Renter-occupied housing units</b>	748	11.87%
<b>Total</b>	<b>6,301</b>	<b>100.00%</b>

Source: U.S. Census, 2010

Table 4—Price of Owner-Occupied Housing, 2009

PRICE	NUMBER	% OF TOTAL
\$0 - \$99,000	69	1%
\$100,000 - \$199,000	524	11%
\$200,000 - \$299,000	1153	24%
\$300,000 - \$499,000	2465	52%
\$500,000 - \$999,999	481	10%
\$1,000,000 and above	36	1%
<b>TOTAL</b>	<b>4728</b>	<b>100.00%</b>

Source: American Community Survey, 2005-2009

#### HOUSEHOLD INCOME TRENDS

Table 5 displays trends for household income for the Town of Erie, taken from the 2000 Census and 2009 American Community Survey. During this period Erie saw a significant amount of increase in median household income, a 129% increase from \$77,114 to \$99,084. Generally, Erie saw a decrease in households with income below \$99,999 and an increase of households with income above \$100,000.

Table 5—Household Income, 2000-2009

INCOME GROUP	2000 #	2000%	2009#	2009%
<b>Less than 10,000</b>	27	1%	131	2%
<b>10,000 - 24,999</b>	110	5%	189	4%
<b>25,000 - 34,999</b>	160	7%	89	2%
<b>35,000 - 49,999</b>	181	8%	327	6%
<b>\$50,000 to 74,999</b>	566	25%	941	18%
<b>\$75,000 to \$99,999</b>	543	24%	952	18%
<b>\$100,000 to \$149,999</b>	400	18%	1525	29%
<b>\$150,000 to \$199,999</b>	133	6%	660	13%
<b>\$200,000 or more</b>	105	5%	436	8%
<b>Total</b>	<b>2,225</b>	<b>100%</b>	<b>5,250</b>	<b>100%</b>
<b>Median Income</b>	<b>\$77,114</b>		<b>\$99,804</b>	

Source: U.S. Census, 2000; American Community Survey, 2005-2009; Clarion Associates, 2011

#### EMPLOYMENT

According to recent estimates prepared by the Denver Regional Council of Governments (DRCOG), approximately 1,898 jobs were located in the Town of Erie in 2009.

## HOUSING

### Age of Housing

The following tables provide data of the age of housing units in Erie. The majority of Erie's housing units were built after 1990 (29.48% between 1990 and 1999; 38.79% between 2000 and 2004; 18.44% 2005 or later). These percentages show the trend of new construction of new homes in Erie over the last three decades. Looking at the data historically, very few homes in Erie are older than 20 years, with the small exception of homes built before 1939, most of which are located in Old Town.

Table 6—Age of Housing Unit

YEAR STRUCTURE BUILT	PERCENTAGE
<b>Built 2005 or later</b>	18.44%
<b>Built 2000 to 2004</b>	38.78%
<b>Built 1990 to 1999</b>	29.48%
<b>Built 1980 to 1989</b>	1.72%
<b>Built 1970 to 1979</b>	2.42%
<b>Built 1960 to 1969</b>	1.00%
<b>Built 1950 to 1959</b>	1.29%
<b>Built 1940 to 1949</b>	1.02%
<b>Built 1939 or earlier</b>	5.84%
<b>Total</b>	100.00%

Source: American Community Survey, 2005-2009; Clarion Associates, 2011

### Housing Stock Distribution

Table 7 provides 2009 data for the housing stock distribution in Erie. An examination of the data reveals that housing found in Erie predominately consists of single-family detached homes, which represent 89.2% of the total. The remaining percentage is mostly comprised of single-family attached homes, 10-19 unit buildings, and 20 or more unit buildings.

Table 7—Housing Unit Distribution

TYPE OF UNIT	PERCENTAGE
Single - unit, detached	89.2%
Single - Unit, attached	5.7%
Two to Four units	0.6%
Five to Nine units	0.6%
Ten to nineteen units	1.7%
Twenty or more units	1.2%
Mobile Homes	1.0%
Other (RV, boat, etc.)	0.0%

Source: American Community Survey, 2005-2009; Clarion Associates, 2011

## POPULATION AND EMPLOYMENT FORECASTS

### INTRODUCTION

There are a number of variables that affect our estimates of the Town's future population and employment growth. These include such factors as the regional economy, existing development/annexation agreement commitments, and local market conditions. During the first half of the decade (2000 through 2005) the Town experienced rapid residential growth, which has slowed significantly in recent years (see Table 1).

Table 1—Household Growth, 2000-2010

YEAR	# OF DWELLINGS	# OF BUILDING PERMITS ISSUED	TOTAL DWELLINGS	% INCREASE
2000	2,282	466	2,748	20.4%
2001	2,748	220	2,968	8.0%
2002	2,968	268	3,236	9.0%
2003	3,236	478	3,714	14.8%
2004	3,714	719	4,433	19.4%
2005	4,433	803	5,236	18.1%
2006	5,236	471	5,707	9.0%
2007	5,707	259	5,966	4.5%
2008	5,966	206	6,172	3.5%
2009	6,172	118	6,290	1.9%
2010	6,290	138	6,428	2.2%
2000-2010		4,146		10.1%

Source: Town of Erie, 2011; Clarion Associates, 2011



### POPULATION FORECASTS

Despite the national recession and trends that show an aging population, Erie continues to grow more than surrounding communities due to its location and strong residential construction trends. For these reasons we are projecting that the Town will growth at a rate of about 4% through 2014 (this is the rounded average growth rate for the 5-year period from 2006 to 2010). This estimate would result in an average of 273 new housing starts (building permits) per year over the next four years. For comparison purposes, a total of 138 permits for new homes were issued in 2010.

*Table 2—Household and Population Projections, 2010-2015*

YEAR	# OF DWELLINGS	CHANGE	TOTAL POPULATION	CHANGE
<b>2010</b>	6,301	-	18,135	-
<b>2011</b>	6,553	252	18,860	725
<b>2012</b>	6,815	262	19,615	754
<b>2013</b>	7,088	273	20,399	785
<b>2014</b>	7,371	284	21,215	816
<b>2015</b>	7,666	295	22,064	849

*Source: Clarion Associates, 2011*

Beyond 2014, we are projecting that the rate of growth will begin to moderate as a result of market conditions, growth impacts, infrastructure capabilities, and community desires. For purposes of this forecast, we are estimating that the Town will grow at a rate of three (3) percent annually beyond the year 2015, to the year 2035 (table 3). Combining our forecasts for the period of 2010 to 2015 with the forecasts to the year 2035 results in an increase in households from 6,301 to a total of 13,846, and an increase in population from 18,135 to a total of 39,850 – an average compounded annual rate of population growth of 3.3% over the 25-year forecast period.

Table 3—Household and Population Projections, 2015-2035

YEAR	# OF DWELLINGS	CHANGE	TOTAL POPULATION	CHANGE
<b>2015</b>	7,666	-	22,064	-
<b>2020</b>	8,887	1,221	25,578	3,514
<b>2025</b>	10,303	1,415	29,652	4,074
<b>2030</b>	11,944	1,641	34,375	4,723
<b>2035</b>	13,846	1,902	39,850	5,475
<b>2015-2035</b>	-	6,180	-	17,786

Source: Clarion Associates, 2011

#### EMPLOYMENT FORECASTS

Typically, employment forecasts are estimated as a ratio of jobs to households. In 2009, Erie is estimated to contain 1,898 jobs (DRCOG) and 6,301 households (2010 Census), representing a jobs/household ratio of 0.36.

This ratio is considerably lower than other communities in the Denver metro region, as illustrated in Table 4 (carried forward from the 2005 plan). Boulder, which has the highest ratio, is typically considered “out of balance”, with nearly twice the number of jobs in the city as households. Similarly, Louisville with a ratio of 1.75 is considerably higher than the regional average, primarily due to the presence of large employers. This results in a high number of persons commuting into the city for employment. By comparison, other fast-growing communities that are typically referred to as examples of “commuter suburbs”, with significant numbers of residents leaving the community each day for employment, include Superior and Thornton. The City of Longmont, with a jobs/household ratio of 1.6, is considered to be an example of a community with a healthy balance of employment and households, which is just below the regional average.

Table 4—Ratio of Jobs to Households Denver Region, 2000

CITY	HOUSEHOLDS	EMPLOYMENT	JOBS/HH RATIO
<b>Boulder</b>	39,573	105,349	2.66
<b>Broomfield</b>	13,673	26,907	1.97
<b>Erie</b>	3,724	1,676	0.45
<b>Lafayette</b>	8,884	6,080	0.68
<b>Longmont</b>	26,358	42,156	1.6
<b>Louisville</b>	7,216	16,166	2.24
<b>Superior</b>	3,381	2,910	0.86
<b>Thornton</b>	28,390	23,156	0.82
<b>Denver Metro Region</b>	981,681	1,607,527	1.64

Source: Denver Regional Council of Governments, Clarion Associates, 2004

For purposes of projecting employment for the Town, we have used a range of jobs/household ratios, with the low ratio representing a continuation of the current ratio of 0.45, and 0.9 at the higher end of our employment projections. At the low end of our projections, employment in the Town would grow to 6,294, an increase of 4,736 jobs. At the higher end of our projections, employment would grow to 12,587, an increase of 11,029 jobs (table 5). Table 5—Employment Trends and Projections

YEAR	HOUSEHOLDS	0.45 RATIO	0.9 RATIO
<b>2010</b>	6,301	2,835	5,671
<b>2015</b>	7,666	3,450	6,900
<b>2020</b>	8,887	3,999	7,998
<b>2025</b>	10,303	4,636	9,272
<b>2030</b>	11,944	5,375	10,749
<b>2035</b>	13,846	6,231	12,461

Source: U.S. Census, 2010; Clarion Associates, 2011

## LAND USE

### EXISTING PATTERNS

In 2004, existing land use patterns within the Town of Erie's incorporated area were dominated by agricultural lands, which encompass more than 3,400 acres. Residential uses followed, encompassing more than 1,400 acres. Commercial land uses were currently limited to 42 acres. More than 1,000 acres were committed to open space. Areas contained within the Town's 43

square mile Planning Area included an additional 11,700 acres of agricultural uses; 3,000 acres of open space; 2,200 acres of residential uses; and 95 acres of commercial uses. Landfills were a dominant use in the planning area, comprising more than 1,276 acres. A breakdown of how each of these uses was distributed between Boulder and Weld Counties and the Town's incorporated area is provided in Table 8 below. This table is carried forward from the 2005 plan.

The Town of Erie Comprehensive Plan was adopted in 2005 the Town has seen growth in several areas. First, 1,963 new residential units have been built since 2005, the majority of which (78 percent) is single-family residential. Most of the single-family residential development has occurred in subdivisions approved prior to 2005 including Vista Ridge, Erie Commons, Canyon Creek, and Vista Pointe. Multi-family residential development has occurred in Vista Ridge, Erie Village, and Creekside. In addition to residential growth, non-residential growth has occurred in several areas since 2005 including commercial development at Erie Commons, Coal Creek Center, and Vista Ridge. Public uses have also grown with the additions of including schools, library, community park, and recreation center.

*Table 1—Existing Land Use, Town of Erie Planning Area, 2004*

	ERIE	BOULDER COUNTY	WELD COUNTY	TOTAL	% OF TOTAL
SF Residential	1,416.5	1,242.5	1,088.8	3,747.8	13.6%
MF Residential	19.3	0.0	0.0	19.3	0.1%
Mobile Home Park	6.2	0.0	0.0	6.2	0.0%
Commercial	42.7	0.0	95.8	138.5	0.5%
Mixed-Use	182.5	0.0	14.9	197.3	0.7%
Industrial	94.0	0.0	2.3	96.3	0.3%
Public/Quasi-Public	184.7	765.5	621.1	1,571.3	5.7%
Airport	80.7	0.0	49.3	130.0	0.5%
Agriculture	3,405.4	4,306.3	7,433.8	15,145.5	55.0%
Parks	337.4	0.0	0.0	337.4	1.2%
Open Space	1,016.0	2,914.5	63.6	3,994.1	14.5%
Landfill	647.6	0.0	628.4	1,276.0	4.6%
Open Space	1,016.0	2,914.5	63.6	3,994.1	14.5%
Vacant	563.4	92.1	233.9	889.4	3.2%
Total	7,996.3	9,321.0	10,231.8	27,549.2	100%

Source: Boulder County Assessor; Weld County Assessor; Town of Erie; Clarion Associates, 2004

### APPROVED/PLATTED DEVELOPMENT

As of June 2011, a total of 5,827 acres within Erie's Incorporated Area are currently or have been committed for future development as part of previously approved development agreements. This represents approximately 52% of the Town's 11,180 incorporated acres and includes just over 10,900 lots/units. Of the total approved units, 6,641 units exist today (Certificates of Occupancy issued). An additional 1,681 lots/units are currently in either the preliminary or final platting process. A total of approved lots/units have yet to be processed for preliminary or final platting.

*Table 2—Approved and Platted Development*

LOCATION	TOTAL ACRES IN APPROVED DEV. <sup>1</sup>	# OF LOTS/UNITS APPROVED AND PLATTED	# OF LOTS/UNITS CURRENTLY IN PROCESS <sup>2</sup>	# OF LOTS/UNITS NOT CURRENTLY PROCESSED	TOTAL EXISTING UNITS (WITH COs) <sup>3</sup>
Weld County	3,323	4,346	53	1,330	3,799
Boulder County	2,504	3,174	1,330	351	2,842
Total	5,827	7,520	1,383	1,681	6,641

*Source: Town of Erie, June 2011*

### COMMUNITY FACILITIES AND SERVICES

This section addresses existing conditions and considerations for the facilities and services provided by the Town and Special Districts that serve the Town. These include parks and recreation, open space; cultural facilities and arts; libraries; schools; police protection; fire protection; water supply and distribution; wastewater collection and treatment; and stormwater drainage. Each is an important ingredient of quality of life enjoyed by residents.

#### PARKS, RECREATION, TRAILS, AND OPEN SPACE

Erie has 259 of dedicated open space. Erie also has many parks, trails and other recreational facilities. There are 45 pocket parks, nine neighborhood parks, one community park, one community center, three reservoirs (with open space), and 13.6 miles of trails (maintained by the Town).

#### Community Center

The Erie Community Center is located on Powers St. near the center of town. The facility includes multiple aquatics amenities,

<sup>1</sup> Vested by Development Agreement (PUD and Zoning)

<sup>2</sup> Lots/units are currently in the preliminary or final platting process (includes multi-family units)

<sup>3</sup> Includes single-family and multi-family units for which Certificates of Occupancy (COs) have been issued

as well as fitness areas, locker rooms, climbing walls, community rooms, lounge areas, and more.

### *Ballpark*

Erie Community Park includes four lighted ball fields, which are available to rent for tournaments.

## LIBRARIES

In 2007 Erie's residents voted to become part of the High Plains Library District and in 2008 they opened the Erie Community Library, a full-service library for all ages. In addition, the Lorraine David Children's Library is located in Old Town Erie.

## SCHOOLS

Erie is part of the Boulder Valley School District and St. Vrain Valley School District. In Colorado, school districts are separate and autonomous jurisdictions. Public schools located in Erie and that serve residents of the town include the following:

### *High School*

Erie High School is located on 61 acres on County Rd. 5 to the east of Old Town. This state-of-the-art facility opened in 2005 after separating from the original 1929 school building that currently houses the Erie Middle School. This school enrolls approximately 760 students between ninth and twelfth grades.

### *Middle School*

Erie Middle School is a centrally located facility located in Old Town. It enrolls over 500 students between the sixth and eighth grades. This school separated from the original 1926 school building as the middle school in 2005.

### *Elementary Schools*

Erie Elementary is one of the four public schools to serve children from pre kindergarten to grade five. It is located near the Middle/High School on the Boulder County side of NE County Line Rd. It enrolls approximately 640 students. Black Rock Elementary is located south of town near E. Baseline Rd. and Sheridan Pkwy. It enrolls approximately 760 students.

Aspen Ridge Preparatory School is Erie's first charter school and is located near E. County Line Rd. and Austin Ave. The school plans to enroll 264 students for the 2011-2012 school year.



### *Private Schools*

A private Christian school serving grades K – 12 opened in early 2004. Vista Ridge Academy is located in a new development by the same name.

### **POLICE PROTECTION**

The Erie Police Department is in charge of safety in Erie. There are 26 police officers within the Police Department. A new Erie Police and Courts Facility was recently completed.

### **FIRE PROTECTION AND EMERGENCY RESPONSE**

The Mountain View Fire Protection District, based out of Longmont, provides for Erie's Fire protection and emergency medical services.

### **UTILITIES**

Note: the following information was obtained from the Water and Wastewater Master Plan, Black and Veatch Corporation, April 2007.

### *Water Supply and Distribution*

The Town operates and maintains its own potable water system. Potable water is stored in on the water treatment facility site in two clearwells and a small wetwell. The Town's existing treatment facility was built in 1999 and expanded in 2001, 2005, and 2009, with a peak capacity of 12.15 MGD. The distribution system is divided into four main pressure zones, based on service elevation. Recent upgrades include two water line upgrades and collection system rehabilitation in historic Erie. In addition, the Water Conservation Master Plan was created in 2008.

The existing water treatment facility is near capacity and is planned to be expanded to accommodate increasing demands from the system. The North Integrated Supply Project (NISP) is a collaborative effort with many Front Range communities including Erie to construct two off-channel reservoirs, Glade Reservoir, northwest of Fort Collins, and Galeton Reservoir, east of Ault, to meet future water demands.

### *Wastewater Collection and Treatment*

The Town currently operates and maintains its own wastewater collection system and treatment facility. Some portions of the community are also served by the St. Vrain Sanitation District. Three miles of sanitary sewer and reuse water lines were installed to connect the old South Reclamation Facility to the new North Water Reclamation Facility (NWRF). The NWRF will add an additional wastewater capacity of 1.5 million gallons per day and

the Reuse Pump Station will allow non-potable water to be used for irrigation.

#### LANDFILLS

The Denver Regional Landfill and the Front Range Landfill are both located within Erie. They are permitted by the State of Colorado to operate as municipal solid waste landfills.

# Appendix B:

## Issues Summary

*The Town of Erie Comprehensive Plan Update was prepared as a series of distinct tasks. Initial tasks focused on the identification and verification of key issues and conditions that served as the foundation for the updated Plan. A variety of issues and conditions were identified as having a significant impact on the future of the Town and region. These issues served as focal points in the development and refinement of the associated elements of the Comprehensive Plan Update and the associated physical, social, and economic consequences.*

*The following issues represent observations based upon discussions with Town Staff, the Citizen's Advisory Committee, and personal interviews with community resource persons. This summary was used to expand the framework for the planning process and for the development of the goals and policies that will guide future growth and development in the Town.*

*The issues summarized below have been grouped into the following categories: Land Use and Growth Management, Natural Resources and the Environment, Housing and Neighborhoods, Public Facilities and Services, Transportation, Economic Development, Regional Coordination, and Community Character and Design. Key issues can be summarized as follows:*

### LAND USE AND GROWTH MANAGEMENT

- Rate of Growth
- Fiscal Impacts of Growth
- Appropriate Mix of Land Uses
- Community Buffering
- Planning Area Boundary

### NATURAL RESOURCES AND ENVIRONMENT

- Floodplain and Riparian Area Preservation
- View Protection

### HOUSING AND NEIGHBORHOODS

- Preservation of Older Neighborhoods

Balanced Mix of Housing Types  
Neighborhood Connectivity  
Lack of Affordable Housing and Starter Homes

#### PUBLIC FACILITIES/SERVICES

Adequate Public Facilities – Timing and Financing  
Special Districts (schools, fire protection, utility)  
Water Supply/Capacity

#### TRANSPORTATION

Determination of Future Roadway Network and Transportation Patterns  
Regional Mass Transit

#### ECONOMIC DEVELOPMENT

Downtown Vitality  
I-25 Corridor Development  
Jobs/housing balance

#### REGIONAL COORDINATION

Coordination and Cooperation with Regional Cities and Counties  
Coordination with Regional Agencies

#### COMMUNITY CHARACTER AND DESIGN

Maintaining Character Unique to Erie  
Preserving Erie's Rural Character  
Development Quality and Longevity

*Targeted issues identified as part of the 2015 Plan Update are also summarized in this chapter and include: land use mix, residential densities and locations; urban center designation; and community gateways.*

### LAND USE AND GROWTH MANAGEMENT

#### LAND USE AND GROWTH MANAGEMENT ISSUE #1:

##### RATE OF GROWTH

Erie's average annual increase in population has increased dramatically, from just over 1% per year between 1980 and 1990 to over 17% per year between 1990 and 2000. With many committed developments in the pipeline and no signs of a regional slowdown in sight, a major issue for the Comprehensive Plan Update will be determining how to best manage this rate of growth.

#### LAND USE AND GROWTH MANAGEMENT ISSUE #2:

##### FISCAL IMPACTS OF GROWTH

Although the Town has impact fees in place, with much of its recent growth occurring in the form of residential development, the community is challenged

to keep up with and pay for necessary improvements. Although the Town is currently working to update its impact fees to ensure that future growth will pay its own way, additional policy level direction at the Comprehensive Plan level should be considered to support the community's desired direction for the future.

### LAND USE AND GROWTH MANAGEMENT ISSUE #3:

#### APPROPRIATE MIX OF LAND USES

With its close proximity to the Denver Metropolitan Area, Erie's land use mix has shifted more and more towards that of a bedroom community. This is evidenced in the fact that very few residents work in Erie, and with limited commercial services, most are forced to travel to neighboring communities to shop and meet other daily needs. The need to achieve greater land use diversity in newly developing and more established areas of Erie will be evaluated during the Comprehensive Plan process.

### LAND USE AND GROWTH MANAGEMENT ISSUE #4:

#### COMMUNITY BUFFERING

As the boundaries of neighboring communities such as Lafayette, Broomfield, and Dacono expanded rapidly towards Erie in the late 1990's, the Town entered into Intergovernmental Agreements with each community and the underlying counties in effort to maintain some level of growth control and buffering between communities. The IGAs establish ground rules for growth and annexation within outlying areas of Erie's planning area and help ensure that each community remains abreast of pending development proposals that may impact their existing development or ongoing planning efforts. The growth management objectives outlined within each IGA will be reviewed within the context of the Comprehensive Plan and incorporated as appropriate. Community buffers may include open space, rural areas, and/or agricultural areas.

### LAND USE AND GROWTH MANAGEMENT ISSUE #5:

#### PLANNING AREA BOUNDARY

The Town's Planning Area Boundary is shown on the Future Land Use Plan map, and is mentioned in the Town's current Comprehensive Plan-yet the meaning of the term is not clearly defined. According to the Comprehensive Plan, the Planning Area..."identifies the area in which Erie wishes to influence land use decisions, and asks other jurisdictions to recognize Erie's right to do so." As part of the planning process, the purpose of the Planning Area Boundary should be more clearly defined, and perhaps included within Intergovernmental Agreements with other jurisdictions in a consistent manner.

## NATURAL RESOURCES AND ENVIRONMENT

### NATURAL RESOURCES AND ENVIRONMENT ISSUE #1:

#### PRESERVATION OF SENSITIVE ENVIRONMENTAL AREAS

Erie's planning area is crisscrossed by many waterways, including Boulder Creek and Coal Creek, and a number of irrigation canals and ditches built to serve agricultural lands surrounding the community. Many of these waterways

can be easily spotted from a distance due to the large Cottonwood trees that line their banks. Protection of these features and of the surrounding floodplain is a key issue for the community. In some instances, such as in the case of the Coal Creek Greenway, protective measures have already been put in place, however, others will need to be identified during the Comprehensive Plan process. Other important areas to preserve include wildlife habitat, prairie habitat, and agricultural areas.

## NATURAL RESOURCES AND ENVIRONMENT ISSUE #2:

### VIEW PROTECTION

Erie boasts some of the most dramatic views along the Front Range and its rolling topography helps make them accessible from nearly everywhere in the community. The predominance of these stunning views is clearly a strongpoint for the community; however, it makes their protection all the more challenging. While there are design and site planning techniques that can be required to minimize the impacts of future growth on views, the identification and protection of critical view corridors will also need to be considered.

## HOUSING AND NEIGHBORHOODS

### HOUSING AND NEIGHBORHOOD ISSUE #1:

#### PRESERVATION OF OLD TOWN NEIGHBORHOODS

Old Town Erie is home to the town's earliest residential neighborhoods, which in addition to containing many historic single-family homes contain a wide variety of housing types, including apartments, duplexes, and mobile homes. Reinvestment has been occurring within Old Town's neighborhoods at both public and private levels, with many historic homes undergoing renovation and with the recent implementation of a streetscape improvement plan that included the addition of sidewalks and tree lawns on all of Old Town's streets. On the flip side, however, private reinvestment has not been evenly distributed and properties on some blocks remain in various states of disrepair, detracting from the community's image. The preservation of and continued improvement of Old Town's neighborhoods is a priority for the community as it continues to grow outward.

### HOUSING AND NEIGHBORHOOD ISSUE #2:

#### BALANCED MIX OF HOUSING TYPES

Despite the large number of housing units constructed in Erie in recent years, the community's existing housing stock continues to be comprised primarily of single-family detached homes. The community desires a more balanced mix of housing types at a citywide and neighborhood level that would include a more diverse selection of multi-family, townhomes, duplexes, and single-family attached homes to complement the town's existing housing base. The community would also like to see an increased emphasis on diversity in design for new homes and neighborhoods, to avoid the "look-alike" subdivisions that are common to growing areas.



### HOUSING AND NEIGHBORHOOD ISSUE #3:

#### NEIGHBORHOOD CONNECTIVITY

Abundant land, dramatic views, and ease of access have drawn new residential development farther and farther from Erie's historic core. As a result, many of Erie's new neighborhoods are physically detached from the rest of the community and in some cases, from adjacent neighborhoods. Concerns have been raised about the need for improved vehicular and pedestrian connections within and between individual neighborhoods and to adjacent open space corridors.

### HOUSING AND NEIGHBORHOOD ISSUE # 4:

#### LACK OF AFFORDABLE HOUSING AND STARTER HOMES

Along with Erie's rapid growth has come a dramatic increase in the cost of housing. At the time of the 2000 Census, approximately 68% of Erie's owner-occupied homes were priced between \$200,000 and \$500,000, out of reach for many families, empty nesters, and retirees. While some more affordable housing options have been constructed during the past year as part of larger Planned Unit Developments, low and moderately priced housing options continue to make up a small portion of Erie's housing stock—a widely acknowledged issue.

## PUBLIC FACILITIES/SERVICES

### PUBLIC FACILITIES/SERVICES ISSUE #1:

#### ADEQUATE PUBLIC FACILITIES – TIMING AND FINANCING

One of the challenges facing the community is the ability to anticipate, plan for, and fund needed infrastructure and public facilities and services. The Comprehensive Plan update will need to establish a policy direction for the Town to ensure that its land use plan and capital facilities planning are aligned to meet the Town's needs.

### PUBLIC FACILITIES/SERVICES ISSUE #2:

#### SPECIAL DISTRICTS (SCHOOLS, FIRE PROTECTION, UTILITY)

Currently, Erie maintains Intergovernmental Agreements (IGAs) with neighboring jurisdictions and other service providers for many of its needs, such as fire protection and water. While these arrangements have so far been adequate to meet the needs of the Town's existing population, alternative solutions may need to be considered as the Town continues to grow and its residents demand increasingly urban levels of service.

### PUBLIC FACILITIES/SERVICES ISSUE #3:

#### WATER SUPPLY/CAPACITY

Like all communities along the Front Range, Erie will need to carefully consider its long-term commitments and needs to serve existing and future residents of the Town with a reliable and quality water supply.

## TRANSPORTATION ISSUES

### TRANSPORTATION ISSUE #1:

#### **DETERMINATION OF FUTURE ROADWAY NETWORK AND TRANSPORTATION PATTERNS**

Despite its recent and rapid growth, Erie's existing roadway network still very much resembles that of a rural community. Many county roads remain two lanes and most do not have urban cross-sections. While traffic volumes in most cases have not yet reached the point where improvements are necessary, consideration must be given to the long-term transportation needs of the community to ensure that future growth areas can be adequately served. Another important consideration are the impacts from urban development on existing County residential areas.

### TRANSPORTATION ISSUE #2:

#### **REGIONAL TRANSIT**

As the Town grows and as the transit capabilities of the region grow, the Town will need to coordinate its planning efforts closely with regional transportation planning, including mass transit opportunities.

## ECONOMIC DEVELOPMENT

### ECONOMIC DEVELOPMENT ISSUE #1:

#### **DOWNTOWN (OLD TOWN) VITALITY**

In recent years a significant amount of reinvestment has occurred in Old Town Erie. Streetscape improvements, façade renovations have improved its appearance and new restaurants have brought an increased activity to the area. The community acknowledges that its desire for new commercial development cannot be achieved solely within downtown due to a lack of available land and the established character of the area. A balance will need to be sought between the maintenance and enhancement of Old Town's vitality and the identification of opportunities for commercial development in emerging market areas such as the south, where several major housing developments are being developed and the east, where the presence of the I-25 corridor presents numerous opportunities. Also, the limits and boundary of the core area will need to be defined and described.

### ECONOMIC DEVELOPMENT ISSUE #2:

#### **I-25 CORRIDOR DEVELOPMENT**

Erie's close proximity to the I-25 Corridor provides numerous opportunities for commercial and employment growth with its high visibility and ease of access. However, Erie's east/west roadway system, which serves as the community's primary gateway, passes through the corridor and careful consideration will need to be given to both the types of land uses permitted in the corridor and the design and layout of those uses.

### ECONOMIC DEVELOPMENT ISSUE #3:

#### **JOBS/HOUSING BALANCE**

Erie's jobs to housing ratio of 0.45 is considerably lower than that of other communities within the Denver Metro Area, due in large part to a flood of recent residential development that has not been matched by commercial and employment development. The community seeks to increase employment opportunities and to move away from its current role as a "bedroom community" to the Denver Metropolitan Area. Appropriate areas for future commercial and employment growth will be identified during the development of alternative scenarios.

### ECONOMIC DEVELOPMENT ISSUE #4:

#### **DIVERSIFICATION OF EMPLOYMENT OPPORTUNITIES**

Opportunities for employment in Erie are limited, and an important focus of the Plan update will be on establishing priorities for expanding opportunities for new businesses in the community that create primary jobs.

## REGIONAL COORDINATION

### REGIONAL COORDINATION ISSUE #1:

#### **COORDINATION AND COOPERATION WITH REGIONAL CITIES AND COUNTIES**

Erie's planning area spans two counties (Boulder and Weld) and its town limits border or fall within close proximity of four incorporated communities: Broomfield, Frederick, Dacono, and Lafayette. Close coordination with all of these entities is necessary to ensure that the long-term goals of each can be incorporated into the overall needs of the community and region. The town has an established history of coordination with most of these jurisdictions as evidenced by numerous Intergovernmental Agreements (IGAs); however, each should be evaluated within the context of the Comprehensive Plan Update.

## COMMUNITY CHARACTER AND DESIGN

### COMMUNITY CHARACTER AND DESIGN ISSUE #1:

#### **MAINTAINING CHARACTER UNIQUE TO ERIE**

Erie's character is often described as being comprised of "a little of everything"—meaning that in its most established areas, such as Old Town, neighborhoods feature homes representing a broad spectrum of architectural styles, sizes, types, and ages. Many residents have emphasized the need to value and protect this diversity as the community grows by incorporating its key features into newly developing areas and have expressed concern regarding the uniformity and segregation of much of the housing developed in recent years.

### COMMUNITY CHARACTER AND DESIGN ISSUE #3:

#### **PRESERVING ERIE'S RURAL CHARACTER**

Many residents acknowledge having moved to Erie because of its inviting rural character. While a large portion of the community's planning area continues to be used for agricultural purposes, farmland is rapidly being developed as the market for alternate uses (primarily housing) increases. In order to balance the community's desire for growth and economic development with its desire to protect its rural character, key sites for protection will need to be identified during the Comprehensive Plan process.

### COMMUNITY CHARACTER AND DESIGN ISSUE #4:

#### **DEVELOPMENT QUALITY AND LONGEVITY**

As more and more homes—and in some cases entire neighborhoods—are constructed seemingly overnight, numerous concerns have been raised about the quality and longevity of Erie's recent development. Most of these concerns stem from a desire to ensure that new development within the community—both residential and commercial—is constructed from durable materials that are easily maintained and will continue to be viable for many years to come.

### ISSUES FOR THE 2015 UPDATE

*The 2015 Update to the Town of Erie Comprehensive Plan was a targeted effort that built on the solid foundation established in the 2005 plan. While the issues and conditions identified as part of the 2005 effort remain valid, a new list of issues were generated in 2011 to guide the plan update effort. These issues are summarized below.*

#### **LAND USE MIX**

Much of the growth that has occurred since 2005 has been single family residential despite the community's desire for more commercial and employment options. A key issue to be addressed in the 2015 update is whether or not the Comprehensive Plan identifies the right mix, amount, and, location of future retail and employment uses. While the 2005 plan supports mixed-use neighborhoods and allocated commercial and employment uses in those areas, recent market studies indicate that some of the future commercial locations shown on the Land Use Plan map are unlikely to build out due to a lack of surrounding residential density, access limitations, or other constraints. Additionally, the amount of commercial and mixed-use planned is far more than will likely be absorbed during the planning horizon.

#### **RESIDENTIAL DENSITIES AND LOCATIONS**

The Town's Land Use Plan identifies a range of future residential densities. In some locations, residential densities called for in the Plan are higher than what the current market supports. However, the Plan identifies the need to include a variety of housing types and uses in the long-term. Though demand for lower density, detached single-family residential development remains strong

in Erie today, national and regional trends reflect the need for an increasing emphasis on housing diversity and density to support an aging population and demographic shifts.

Surrounding residential densities are also a major consideration in the retail site selection process. Current development patterns yield an average of 3.3 dwelling units per acre, and 5 dwelling units per acre is considered a minimum density necessary to support significant retail uses.

## URBAN CENTER DESIGNATION

MetroVision 2035 is a plan prepared by the Denver Regional Council of Governments (DRCOG) that serves as a foundation for protecting the region's quality of life, and provides an agenda for action that integrates regional growth, development, transportation, and environmental management into one comprehensive framework. MetroVision 2035 envisions unique urban centers throughout the region – centers that are active, transit-friendly places that are more dense and mixed in use than surrounding areas; allow people of all ages, incomes and abilities to access a range of housing, employment, and service opportunities without sole reliance on having to drive; promote regional sustainability; and respect and support existing neighborhoods.

Currently MetroVision does not identify any future urban centers in Erie's planning area. However, a future commuter rail line has been proposed Erie's planning area as part of the North I-25 EIS. Located along north of Erie Parkway along I-25, the proposed station presents an opportunity for a potential urban center surrounding the transit station. If pursuit of urban center designation is desired in the future, it will be essential for land uses in this area to align with the DRCOG vision. This would include transit-oriented development featuring higher residential densities and a mix of uses.

## COMMUNITY GATEWAYS

The 2005 plan identified community gateways at major entryways to the Town. Adjustments to the existing gateway locations may be warranted considering the potential realignment of State Highway 7, which could become a new southern gateway for the Town.

# Appendix C: Traffic Modeling

*The following information is provided as supplement to Chapter 11: Transportation and Mobility.*

## ROADWAY SYSTEM PERFORMANCE

As part of the development of the roadway system plan, an analysis was conducted to determine how well the roadway system operates in the future with the planned land uses. Several measures were reviewed; key among them are traffic congestion and roadway level of service (LOS). In addition, two maps were prepared to support the analysis:

- 2001 Roadway Level of Service
- 2030 Roadway Level of Service

Maps and supporting information are provided on the pages that follow.



*Figure 1: 2001 Roadway Level of Service*

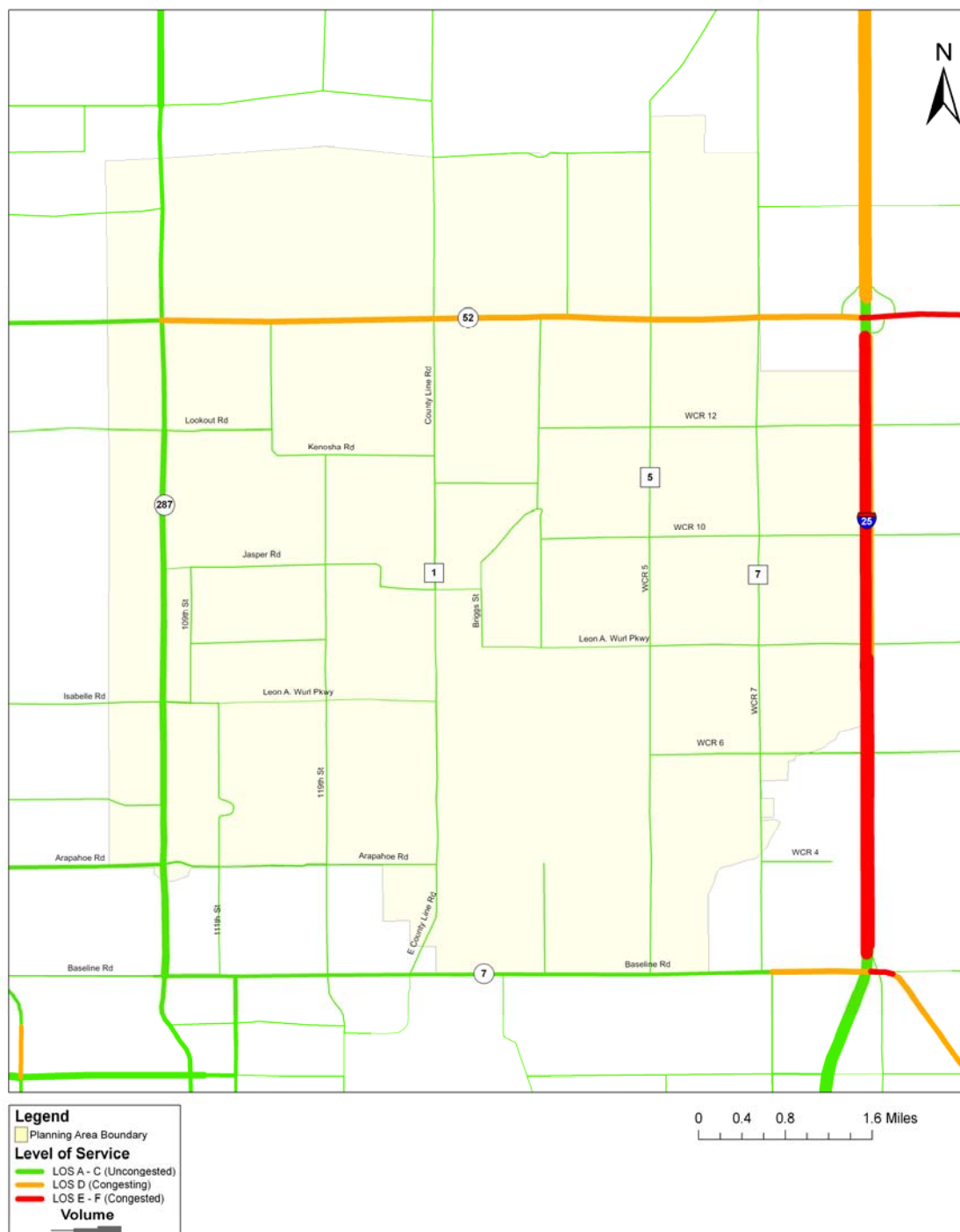


Figure 1 shows LOS conditions for the year 2001 and is provided for reference. The year 2001 is shown because it is the base year for the DRCOG and Erie travel demand models. The map is based on 2001 socioeconomic data and the 2001 roadway network.

Figure 2: 2030 Roadway Level of Service

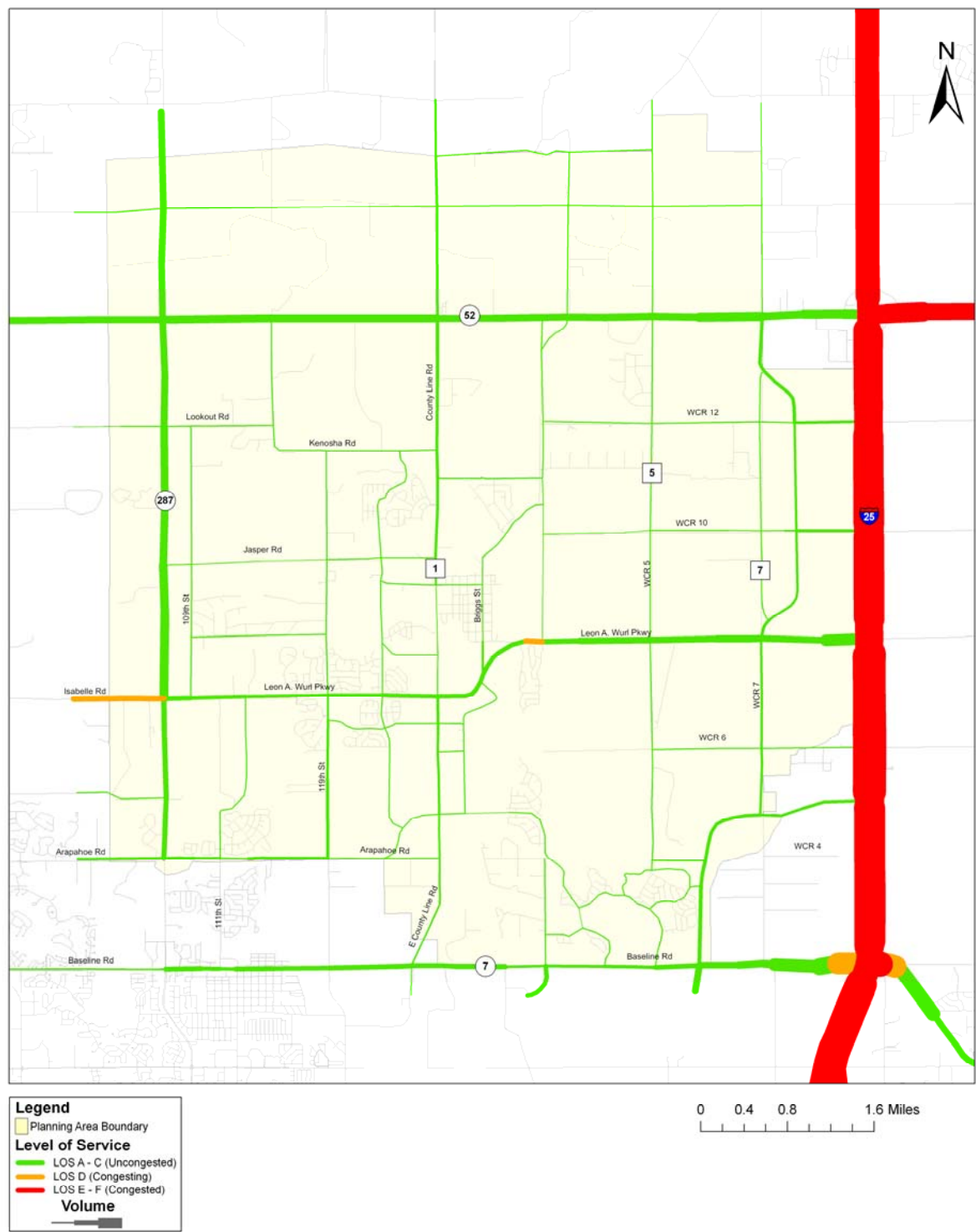


Figure 2 shows the impacts of the Comprehensive Plan Land Uses as applied to the 2030 roadway network in the Town. Other performance characteristics are shown in Table 1.

*Table 1: Roadway System Performance (Erie Planning Area)*

PERFORMANCE MEASURE		2001 (FIGURE 3)	2030 (FIGURE 4)	AVERAGE ANNUAL PERCENT CHANGE
LANE MILES	Freeways	12	18	1.4%
	Arterials	85	161	2.2%
	Collectors	91	118	0.9%
	Total	188	297	1.6%
VEHICLE MILES OF TRAVEL (MILES PER DAY)	Freeways	208,900	504,600	3.1%
	Arterials	372,800	727,700	2.3%
	Collectors	12,500	57,900	5.4%
	Total	594,200	1,290,200	2.7%
CONGESTION DELAY (VEHICLE- HOURS PER DAY)	Freeways	102	1,533	9.8%
	Arterials	408	2,976	7.1%
	Collectors	2	11	6.1%
	Total	512	4,520	7.8%
ARTERIAL STREET LEVEL OF SERVICE (PERCENT)	LOS A-C (uncongested)	80%	99%	n/a
	LOS D (congesting)	4%	1%	n/a
	LOS E-F (congested)	16%	0%	n/a

As the maps and performance figures indicate, traffic and congestion delays are expected to increase in the future. New roadway construction (i.e., lane miles) will also occur, but not at the same pace. What the maps and table do not clearly indicate is the significant new roadway capacity in the vicinity of but outside the Town between 2001 and 2030. For example, I-25, E-470, and the Northwest Parkway all will have capacity improvements between 2001 and 2030. The Town benefits from these improvements because they result in a situation in which overall roadway level of service actually improves on city streets in the future. With completion of the Roadway System Plan by 2030, nearly all arterial roadways in Erie will operate at a level of service "C" or better.

## ROADWAY LEVEL OF SERVICE

A common measurement of operational performance for an intersection or corridor is level of service (LOS). In its simplest form, roadway level-of-service can be compared to a grading scale from "A" to "F," where "A" represents excellent level of service and "F" indicates failure. Level of service takes into account vehicular delay, maneuverability, driver comfort, congestion delay, and travel speed. It is typically reported for the worst peak hour of a typical weekday, also known as rush hour.

The Town of Erie tries to maintain LOS C for roads and LOS D for intersection operations. As congestion reaches high levels at specific corridor or intersection locations, the LOS standards can be relaxed.

Lane warrants and roadway functional classifications for the 2030 roadway system plan were determined based on the traffic volume forecasts and level-of-service capacity thresholds, which are shown in Table 2. The Town tries to maintain a "C" level-of-service for roadways, so the figures in that column of the table are particularly relevant to the selection of functional classification and number of lanes necessary to accommodate the expected traffic demands in the future.

	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>
<b>Driver Comfort</b>	High	High	Some Tension	Growing Tension	Un-comfortable	Distressed
<b>Average Travel Speed</b>	Speed Limit	Close to Speed Limit	Close to Speed Limit	Some Slowing	Significantly Slower than Speed Limit	Significantly Slower than Speed Limit
<b>Maneuverability</b>	Almost Completely Unimpeded	Only Slightly Restricted	Somewhat Restricted	Noticeably Limited	Extremely Unstable	Almost None
<b>Intersection Delay</b> (control delay per vehicle, sec)	< 10	> 10 and < 20	< 20 and < 35	> 35 and < 55	> 55 and < 80	> 80
<b>Arterial Volume/Capacity Ratio</b>	< 0.6	0.6 - 0.7	0.7 - 0.8	0.8 - 0.9	0.9 - 1.0	> 1.0

*Table 2: Roadway Level-of-Service Thresholds by Functional Classification*

	LEVEL OF SERVICE				
	A	B	C	D	E
MAJOR REGIONAL ARTERIAL/EXPRESSWAY					
6 Lanes with Median	36,700	48,200	56,900	64,800	72,000
PRINCIPAL ARTERIAL					
6 Lanes with Median	27,500	36,200	42,700	48,600	54,000
MINOR ARTERIAL					
4 Lanes with Median	20,400	26,800	31,600	36,000	40,000
COLLECTOR					
2 Lanes	6,100	8,000	9,500	10,800	12,000
2 Lanes with Center Turn Lane	9,200	12,100	14,200	16,200	18,000

# Appendix D: Glossary of Planning Terms

This glossary contains definitions for terms used in this Plan.

## **ACTIVITY CENTER**

A concentrated area of development, often containing a mix of different land uses either within the same building or site, or within a localized area.

## **ADEQUATE PUBLIC FACILITIES**

Those facilities relating to roads, sewer systems, schools, water supply and distribution systems, and fire protection that meet adopted level of service standards.

## **BUILDING FORM**

The shape and structure of a building as distinguished from its substance or material.

## **BUILDING MASS**

The three-dimensional bulk of a building height, width, and depth.

## **BUILDING SCALE**

The size and proportion of a building relative to surrounding buildings and environs, adjacent streets, and pedestrians.

## **BUFFER**

Open spaces, landscaped areas, fences, walls, berms, or any combination thereof, used to visually cushion and provide a physical separation between adjacent structures or uses. A buffer provides a year-round, semi-opaque barrier; a filtered view between uses is still possible.

## **CHARACTER**

Those attributes, qualities, and features that make up and distinguish a particular place or development and give such place a sense of purpose, function, definition, and uniqueness.

## **PEDESTRIAN CONNECTION**

A length of sidewalk, walkway, or trail that directly connects to a sidewalk, walkway, or trail on an adjacent property without requiring pedestrians to walk across parking lots or driveways, around buildings or around parking lot outlines which are not aligned to a logical route.

## **PLANNING AREA**

Area of influence surrounding Erie's existing Town limits. Lands within the Planning Area may be planned for future development according to the Town's Comprehensive Plan, however, in the case of existing rural development or open space existing uses will likely remain indefinitely.

**FAÇADE**

All sides of a building visible from a street, drive or other open space, or from another building. The "front or primary facade" is the front or principal face of a building.

**GROSS DENSITY**

Total number of dwelling units divided by the total project area, expressed as gross dwelling units per acre.

**INFILL DEVELOPMENT**

Generally refers to the incorporation of new uses on a vacant property or properties.

**MIXED-USE DEVELOPMENT**

Development that integrates two or more land uses, such as residential, commercial, and office, with a strong pedestrian orientation. See also, *Vertical Mixed-Use* and *Horizontal Mixed-Use*.

**INTERGOVERNMENTAL AGREEMENT**

A contractual or other formal agreement between two or more political jurisdictions that results in a cooperative action or activity.

**NEIGHBORHOOD**

A distinct residentially-oriented area of the community in which residents share a common identity focused around a school, park, neighborhood center, or other feature(s).

**RECREATION, ACTIVE**

Refers to recreational opportunities including sports and other activities that typically require playing fields, facilities or equipment.

**RECREATION, PASSIVE**

Refers to recreational opportunities that occur in a natural setting which require minimal development or facilities.

**REDEVELOPMENT**

Typically involves the removal of existing structures on a site (often because they are obsolete, underutilized, or simply not compatible with the accepted Plan for the area) and the construction of new, more suitable, uses on the site.

**PEDESTRIAN-ORIENTED DEVELOPMENT**

Development that incorporates safe, attractive, and continuous connections and walkways for travel and access by foot at a human scale as an integral part of its overall layout and design.

**GROSS LEASABLE AREA**

The total floor area for which tenants pay rent and which is designed for occupancy and exclusive uses.

**VERTICAL MIXED-USE**

The integration of two or more land use types within a building, occurring on different floors. A typical example of a vertical mixed use building would incorporate active uses, such as stores and restaurants, at the street level and residential or office uses on the upper floors.

**HORIZONTAL MIXED-USE**

A pattern where several types of uses or buildings are included, as part of a cohesive development in proximity to each other – but each building would contain its own separate use.